# New-York Daily Times.

VOL. IV.....NO. 1234 — NEW-YORK, SATURDAY, SEPT. 1, 1855. — PRICE TWO CENTS.


## THE BURLINGTON CATASTROPHE.

### OUR INVESTIGATION.

### SECOND DAY'S PROCEEDINGS.

### IMPORTANT TESTIMONY.

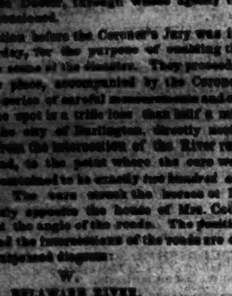
### REVISED LIST OF KILLED AND WOUNDED.

### Diagram of the Place of the Disaster.

### Scenes in Burlington, &c.

The excitement occasioned by the catastrophe of Wednesday last has not yet subsided. The usually quiet city of Burlington is a vortex. No tragedy of similar character has ever before occurred in the vicinity of that ancient place. Its inhabitants are shocked at the catastrophe, filled with sympathy for the sufferers, and indignant in about equal measure at the remissness of the Railroad Company, and at the apparently culpable negligence of the Driver, through whose agency the accident was occasioned.

The investigation before the Coroner's Jury was interrupted yesterday, for the purpose of enabling the Jury to visit the scene of the disaster. They proceeded as a body to the place, accompanied by the Coroner, and furnished a series of careful measurements and observations. The spot is a little less than half a mile distant from the city of Burlington, directly north. The distance from the intersection of the River road with the Railroad, to the point where the cars were destroyed, is ascertained to be exactly one hundred and fifty-five yards. The cars struck the houses at Dr. Reinhart's directly opposite the house of Mr. Cook, which stands at the angle of the roads. The position of this house and the intersections of the roads are exhibited in the subjoined diagram:




[a. the first bank on the River Road, and yards from the Railroad track; b. Mrs. Cook's house, at the angle of the Railroad and the River Road, behind which gave the alarm; c. scene of the disaster to the train, 155 yards from the point where the horses were run over.]

The distance from the railroad track to the first bank on the river road was ascertained to be *one hundred and forty-eight* yards. Justice Wright made the measurement.

It will be remembered that Dr. Reinhart's house stands in a triangular lot near the track, together with a corn-field that lay between him and the railroad, obstructed the view of the cars, so that he was unable to see up the track. The Jury appeared to find reason to modify the opinion they had derived from this testimony. They discovered upon examination that no corn-field existed in the vicinity, except one on the opposite side of the railroad. At the right side of the road up which the doctor was driving, there is a large apple orchard, in grain, bordered with trees. Between these trees there are open spaces of twenty to fifty feet, through which a carriage might readily pass. On the opposite side of the same road, below this point, and towards the river, a growth of small trees and scrubby bushes occurred. The distance from these bushes to the railroad track is 150 yards, by actual measurement. The cars may be seen when coming down much more readily than when coming up from Burlington, particularly if a person intending to cross the track examines the distant prospect with as a rule is sufficient, in order to see the nature of the obstruction. A locomotive and tender were sent, while the jury at the orders of the Jury. The engine was backed down the track at about the same rate of speed at which the train of Wednesday is supposed to have been running. The whistle was blown in the manner which is said to be necessary at the approach of approaching a cross-road. It was heard very distinctly, standing upon the spot where Dr. Reinhart's carriage was, the engine was plainly visible, the rumbling noise was loud, and the warning of this particular engine was certainly sufficiently loud to be heard. Whether the engineer of the train on Wednesday was equally solicitous, is a matter still in dispute. The testimony on this point appears to vary very materially.

The Jury remained upon the ground for an hour, conducting observations and making careful notes and measurements. They then returned to the City, and after dinner, resumed the hearing of testimony. In this form they were engaged all last evening. We publish this morning the *evidence in full*, so far as it was taken before the last train left Burlington for New-York. A part of our reporting force remained at Burlington over night, and we shall give the remainder of the testimony in our next issue.

PEACE ON THE WRECK.

The Railroad Company have very carefully removed all traces of the catastrophe from the sight of passers-by. A few fragments of cushions and empty splinters of wood are all that remain. Our boats of broken timbers have been taken down the road, and others have been brought up towards the North. Our Reporters saw a considerable number of fragments piled upon a car a short distance this side of Burlington. The bushes on either side of the track were injured, and the earth bestrewed, in places where blood could very probably be present, fresh earth had been thrown upon the top. At different places on the banks, large handfuls had been built, for the purpose of destroying all the unsightliness left. The place presents no appearance of having been the scene of an event so terrible in its consequences.

DOCTOR REINAHRT.

Dr. J. F. D. Reinahrt, of Columbus, whose name has attained an unenviable notoriety in connection with this shocking affair, is a tall, stout, well-preserved gentleman of sixty. His hair is grayish, his countenance heavy, upon prominent, and the lines of the face strongly marked. The Doctor has practiced medicine in the vicinity of Burlington for many years, and is well known in all that region. He has had various literary occupations. On a previous occasion, near the town of Beverly, as we understand it, (four miles below Burlington,) he sustained a similar adventure. The carriage in which he was riding was struck by the cars; the train was thrown off the track, and four persons were killed. At the time of the accident of Wednesday last, the Doctor is understood to have been particularly anxious about the state of his horses. He has since made repeated inquiries touching the pecuniary indemnification he is to receive, and declares that he has lost in one thousand dollars; for he claims that this team was altogether the finest in the State of New-Jersey.

THE RAILROAD COMPANY.

The employés and agents of the Camden and Amboy Railroad Company have been remarkably polite to the newspaper reporters throughout. The disposition to put the best face on the matter through the estimate of the public has been uniform and consistent. Our reporters were waited upon soon after their arrival with proffers of assistance, coupled with requests emanating from the officers of the Company, that the items might be fixed upon the right parties, which we have endeavored to do we trust to the satisfaction of the parties concerned. Public sentiment sets strongly against the Railroad Company, and in a nearly equal degree against Dr. Reinhart. We hear that Conductor Nostrand is absent on the imputations which have been cast upon him. Among the officers of the Railroad Company who were at Burlington, we noticed Commodore Stevens, President Van Hanschlaar and the Chief Engineer.

PHYSICIANS IN ATTENDANCE.

As soon as professional aid was needed to relieve the sufferers, it is gratifying to note that efficient medical assistance was promptly secured upon the moment of the accident. All the physicians of Burlington were upon the ground within a short space of time after the disaster. Transports, carriages and wagons were sent to Burlington and Bordentown, for physicians, and the hour elapsed before any more active assistance from other places, bringing with them several physicians from both towns. Similar requests were also sent to the adjoining towns of Mount Holly, Bristol and Trenton. Several physicians came on directly from Philadelphia as soon as intelligence of the disaster reached that city. The following are the names of the physicians who have been present thus far, and most active and indefatigable in their efforts in administering proper medical aid to the various sufferers: Drs. Gaunt, Trimble, Tuft, Pugh, Butler and Osborn, of Burlington; Drs. Cook, Longstreet and McKelway, of Bordentown; Drs. Brown, Cullen and Fisher, of Camden; Drs. Reed and Ryan, of Mount Holly; Dr. Phillips, of Bristol; Drs. J. F. and J. Ryan, of Beverly; Drs. Goddard, Hunt, Parvin, Jr., and Neale, of Philadelphia.

A large number of others beside the above have been temporarily in attendance, to whom much credit is due for the valuable assistance rendered on the occasion.

VISIT OF GOVERNOR PRICE.

Aside from the visits of relatives and more immediate friends of the unfortunate deceased and wounded, a large number of others have, since the calamity, been brought into town by the various trains. Among these has been Gov. Price. And not alone did he come to see the extent of the dire catastrophe, but did his utmost by personal service to aid in relieving the prevalent human suffering and agony.

Bishop Doane was riding about yesterday, to visit the wounded.

REV. J. M. CONNELL'S CASE.

Rev. J. M. Connell, Pastor of the First Presbyterian Church of Wilmington, Del., who, it will be remembered, died very soon after being extricated from the ruins, we have since learned, was on his way to the East to get married. He was quite a young man, and had established a reputation for abilities in his profession of a high order. He met his end with a manly resignation, and expressed his willingness to meet the summons so suddenly tendered him. His last words were "I die in hope."

IRISH SUFFERING AND IRISH GALLANTRY.

As a striking instance that gallantry is an inherent quality of the Irish character, we were told the following fact, as related of Mr. Howard A. Hughes, from Truro, Mass., an Irishman, and one of the sufferers from the disaster, lying at the City Hotel. Besides having had both of his arms broken, he was severely injured internally. He was being kindly cared for, however, by some of the ladies of Burlington, who, in their efforts to alley human suffering, sought, it seems, indiscriminately to minister to the relief of the humblest equally with the proudest sufferers. As he lay groaning upon his couch, one of the ladies asked him if he could tell where he was injured internally. He replied that his complaint, he believed, must be about the region of the heart, for it could not be otherwise with so many bright eyes looking upon him.

MR. MACLAY'S CONDITION—NARROW ESCAPE.

Hon. Wm. B. Maclay, ex-member of Congress from New-York, who was among the injured, has furnished our reporter the following fuller account than the one published yesterday, of the accident, and his own truly miraculous escape. He was in the second passenger car, where resulted the greatest loss of life and personal injury. His attention was attracted by the reversal of the engine and the rapidity with which the cars were backed. This was the first intimation he had of anything unusual. The idea of a collision he had not dreamt of, nor did he believe one passenger in ten had the slightest consciousness of the danger to which they had been exposed as indication, as far as he was aware, had been previously made to the passengers of the non-arrival of the train due from New-York; there certainly was evidenced no general alarm. It occurred to his mind that something must be out of the way, and he got up from his seat and looked out to see if he could discover the cause of the retrograde movement; immediately he heard a whistle and a reply, and saw that a train was on the track behind them. This explained the cause of the train backing. He was doubtful that they might run off the track, or come in collision with the New-York train, which was coming on. He therefore rose and left his seat, and had hardly stepped into the middle of the aisle when the collision occurred. He felt a jar, followed with an instantaneous bursting and dashing of everything about him. He was thrown into the middle of the car and buried beneath the car, amid fragments of broken timber. He found himself jammed underneath, a terribly incumbent weight pressing upon his chest, and his legs and arms so closely pinioned it was an utter impossibility to move either of them. He did not dare to move or call for help for fear the sudden movement of the superincumbent wreck might render more precarious his position. The groans of the dying and wounded were most heartrending. He was perfectly conscious of his own position, and in the event of any hurried attempt at rescue he greatly feared the mass above him might be let down with increased and crushing weight. Close by him lay pinioned a fellow-sufferer, who gave way to expressions of intensest agony and despair. He did his utmost to cheer and encourage him. He made no reply but by low moans. This man was taken out dead, and turned out to be Mr. Rideway, of Philadelphia. Mr. Maclay was the last person taken from the ruins. Col. Wall, of Burlington, said he heard a voice, but none one present replied that it could not be, as no one could live under such a weight of timber. A party in feeling about by chance got hold of his hand, and said, "It is a fact; there is a man here, and he is alive, for his pulse beats." This was Dr. Gaunt, and effort was at once made for the removal from beneath the car of Mr. Maclay. Mr. Maclay urged them to proceed with great caution, which was done, and resulted in his being taken out without suffering any additional material injury. Mr. Gaviz, of Jersey City, was the first to recognize him, though his wound on the scalp was bleeding most profusely at the time.

Mr. Maclay refused to be taken to the cars which were conveying the wounded to Philadelphia, but requested to be laid on his back. Some brandy was given him, and the fresh air revived him somewhat, but he had no use of his limbs. He showed both great composure and self denial. To the Doctor who was dressing his wounds he said: "Leave me and attend to those whose cases are more urgent." And yet at this time his cousin was hanging over his car, requiring subsequently nine sutures, and so crushed that he spoke with great difficulty. He was removed to the City Hotel. Every attention has been paid to him. Bishop Doane requested that he might be removed to his house on a litter as soon as he was able to be carried. Thursday he was taken to the residence of Col. Wall, son of the late Garret D. Wall, long U. S. Senator from New-Jersey. Col. Wall deserves the highest praise for his unremitted kindness and attention, not only to Mr. Maclay, but to the other sufferers. He was among the earliest on the ground of the disaster, and turned his attention at once to the preservation of life and property.

Mr. Maclay will probably be confined to the house of Col. Wall for some time. He owes the preservation of his life, which was wonderful, to his looking the accident in the face, and to his refusal to be carried again in the cars to Philadelphia. He is attended by his brother, Doctor H. Maclay, of New-York; Doctor Gaunt, of Burlington; Doctors Cook and McKelvey, of Bordentown.

BURLINGTON AS AFFECTED BY THE DISASTER.

The effects of the disaster to the city of Burlington are astounding. Happening in its immediate vicinity, and the dying and wounded being conveyed to its hotels and private dwellings indiscriminately, as the urgency of the cases demanded, the excitement consequent to this gravitatingly quiet city has shown itself universal, and has hardly yet perceptibly subsided. This is the first serious accident that has ever occurred in their immediate neighborhood. None has ever happened within the city itself. The nearest point to them where any Railroad disaster has ever transpired was at Rancocas Bridge, some two years since, five miles down the river. The occasion of this was the drawbridge being opened upon the approach of a train, which it will be remembered resulted in the death of three or four passengers, with severe injuries to several. At the time the Burlington people were prompt to render all needed aid under the circumstances. The present disaster, however, in the fearful extent of loss of life and personal injuries sustained, is almost without a parallel in the category of railroad disasters. News of the calamity spread through the City like wildfire. At first, of course, most exaggerated statements prevailed of the extent of the calamity. But the entire citizens, young and old, men and women and children, flocked to the dreadful scene. The spectacle was agonizing to behold, but the citizens shrank not from their duty to the unfortunate dying and mutilated. During the afternoon business was suspended. The whole of the first night was one of busiest activity. Sleep was unthought of. Next morning and during the day the disposition of the dead bodies—the opening of the Coroner's investigation—the continued arrival upon every additional train of anxious friends to inquire of the fate of those in whose welfare they were specially and deeply interested—the attention to the sick and disabled, protracted the excitement. Yesterday it fell off. The dead bodies having been all identified and removed, and the wounded mainly doing well, the Coroner's inquest was the only subject of absorbing interest left. Burlington, it might be remarked, is the oldest city in the State of New-Jersey. It was settled in 1666, by Wm. Penn, who, as is well known, lived here some time, having selected this as the location for his pioneer city in the New World. He subsequently decided it was too far up the river to ever become a great commercial town. Burlington is beautifully situated upon the Delaware Bay, twenty miles above Philadelphia. It was incorporated so long ago as 1763. At present, the population is about six thousand, so that its increase, as must be perceived, has been but very gradual and slight. It has eight churches. The only business of any amount done is manufacture of shoes; this business, indeed, is carried on to that extent, that the city has received the name of the Lynn of New-Jersey. Mainly, the town is occupied by wealthy families, comprising retired merchants of Philadelphia. The streets are broad, and run at right angles, and abound in beautiful shade trees. Along the banks of the river for two miles are scattered many superb residences.

The entire town, indeed, is one of beauty and utmost quiet. Its inhabitants have, in their humane and generous conduct upon the occasion of the present disaster, shown themselves possessed of warmest sympathy and benevolence. It is to be hoped a repetition of a similar calamity may never call for a repetition of like conduct.

FUNERAL OF TWO VICTIMS.

BALTIMORE, Friday, Aug. 31.

The funerals of Messrs. Meredith and Dallas, of this city, who were killed in the recent accident, took place to-day, and were largely attended. All the wholesale dry goods houses were closed in respect to their memory.

REVISED LIST OF KILLED AND WOUNDED.

KILLED—21.

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|---|---|
| 1. Thos J. Meredith, Balt. | 12. Capt. Wm. Boice, U. S. |
| 2. Jas. C. M. Dallas, Phila. | 13. Const Surveyor, Phila. |
| 3. J. Howard, Lebanon Tun. | 14. G. W. Ridgway, Phila. |
| 4. H. Rush, George's, D. C. | 15. Miss Lincoln, Ellicott's Mills, Md. |
| 5. Edward G. Bacon, Phila. | 16. Wm. Ingersoll, Phila. |
| 6. Wilson Kent, Phila. | 17. Emily Boice, daughter Capt. Boice. |
| 7. Alex. Kelly, Phila. | 18. Wm. Humphreys, Peoria, Ill. |
| 8. Rev. J. M. Connell, Wil. D. | 19. Chas H. Bottom. |
| 9. John Dallas, Baltimore. | 20. R. F. Davis, Newark, Del. |
| 10. Catherine Brown, Phila. | 21. Edward M. Green. |
| 11. Mrs. Gov. Arnold, Salem, Mass. | |

INJURED.

| | |
|---|---|
| 1. Wm. B. Maclay, N. Y. | 38. Henry Bennett, Natchez. |
| 2. Mrs. Lewis, Philadelphia. | 39. Mr. Pearson, (servant.) |
| 3. Capt. Pringle, N. Y. | 40. H. Newbold, Phila. |
| 4. J. F. Gillespie, Miss. | 41. Daughter of Mr. Newbold. |
| 5. Mrs. Gillespie, Miss. | 42. Mrs. Anna King, Cha'ton. |
| 6. Richard Taylor, N. Y. | 43. Sam'l Lehm, Canton, O. |
| 7. Chas. Dickey, Phila. | 44. Geo. F. Hasler, Md. |
| 8. Geo. Gaviz, N. Y. | 45. Mr. Little, Pittsburg. |
| 9. Child of Mr. Phillips. | 46. Mr. Lewis, Philadelphia. |
| 10. H. A. Hughes, Truro. | 47. Chas. Oldenburg, Phila. |
| 11. J. Peck, St. Clair Co. Pa. | 48. E. Harvey, Cooshockton. |
| 12. D. C. Kane, Georgetown. | 49. Mrs. E. W. Saunders, Del. |
| 13. Jos. Bonsall, Ohio. | 50. Thos. Morgan, Ohio. |
| 14. Mrs. M. Phelps, Md. | 51. Mr. Gardner, Ohio. |
| 15. Miss Mary Phelps, Md. | 52. Wm. W. Wheeler, Phila. |
| 16. Caroline Hayman, Md. | 53. Jas. C. Wheeler, Phila. |
| 17. Mrs. Boice, Washington. | 54. Wm. Cook, Phila. |
| 18. Mrs. Gen. Jessup, do. | 55. Job Tinker, N. Jersey. |
| 19. Mr. Wheeler, N. Y. | 56. Porter Frazier, Mantua. |
| 20. L. Lockwood, do. | 57. Mr. Fraser—not given. |
| 21. Dr. Wm Wheaton, U. S. N. | 58. Mrs. Hanlan—not given. |
| 22. D. Harmont, Charleston. | 59. Mr. Boutillier, Phil. |
| 23. Mrs. Jas. Bennett, N. Y. | 60. John Oakes—not given. |
| 24. Lewis A. Lukens, Pa. | 61. Rev. J. M. Parvin, Phila. |
| 25. Jno. Kelly, Pittsburg. | 62. Child. |
| 26. Thos. Phillips, Phila. | 63. Joseph Paulson. |
| 27. Jas. Gillespie, do. | 64. A. D. Porter, Harrisburg. |
| 28. Mrs. Gen. Jessup, do. | 65. Henry Bennett, Phil. |
| 29. Mrs. Lewis, do. | 66. Wm. Richardson, Phil. |
| 30. Mrs. Gen. Hughes, do. | 67. Miss of Com. Smith. |
| 31. J. M. Ray, Baltimore. | 68. Jas. Wheeler, Pa. |
| 32. Com. M. Smith, U. S. N. | 69. Wm. P. J. Levy, N. Y. |
| 33. Mr. Ridgway, Phila. | 70. Wm. Coleman, Jer. City. |
| 34. Mr. Mason, Burlington. | 71. Thos. Baxter, Jer. City. |

Only forty of the wounded remain in Burlington.

MISCELLANEOUS.

Mr. John F. Gillespie, of Natchez, Miss, had his left leg amputated and the right foot taken off. His position is regarded as very critical. We learn that he has made his will, wherein he disposes of property to the amount of $600,000, and directs that in case of his death, or that of his wife, *the Railroad Company be prosecuted to the last cent of his fortune.*

The friends and relatives of Wm. H. Newbold, Esq., of Philadelphia, will learn with satisfaction that a dispatch has been received from Burlington announcing that himself and daughter were both well, and not dangerously injured by the recent distressing accident on the Railroad.

Mr. Humphrey's body is to be sent to his relatives in Peoria, Ill.

## CORONER'S INVESTIGATION.

### SECOND DAY.

FRIDAY, Aug. 31.

The Coroner's Jury reassembled at the Lyceum at 9 A. M., and resumed the hearing of testimony.

TESTIMONY OF MR. GUMMERE.

*Samuel B. Gummere* affirmed—I reside in the city of Burlington.

Q.—Did you hear the testimony taken in this case yesterday? A.—I heard the testimony of Mr. Antrim and Dr. Heinaken nearly through.

Q.—Do you know the place where the accident of Wednesday occurred? A.—Yes; I had known the position of the place where the accident occurred for many years, and it seemed to me strange that the Doctor and the old gentleman should not have known until within twenty-five feet of the track, that the train of cars was in the neighborhood.

Q.—Have you visited the place since the time of this disaster? A.—I have; I could not be satisfied without going to the place.

Q.—What did you see there? A.—I found that in driving down the River Road, before coming to the Railroad, as I expected to find, for one hundred and forty paces before coming to the Railroad, there was nothing whatever to prevent a man who was on the lookout from seeing the train of cars at the distance of at least three hundred yards from the point where the contact took place; and therefore that these horses could not have been on the track so as to cause the collision, without the most culpable carelessness on the part of the driver, unless the horses had been running away, or entirely beyond his control.

Q.—Do you think it probable, from what you have seen, that Dr. Heinaken could have been apprised of the coming of the cars, had he been on the watch? A.—I think that at the rate the old gentleman said they were traveling—seven or eight miles an hour—when within fifty yards of the crossing, the cars must have been in sight, even if they were running at the rate of thirty miles an hour.

Q.—At what time did you visit the scene of the accident? A.—I was on the ground at two o'clock. (Plot shown.)

Q.—Did you take particular notice of the place? A.—I made some measurements there, so far as pacing goes; I went up until I came to the first bushes on the River Road; these first bushes were one hundred and forty paces from the Railroad track; when I speak of three hundred yards I speak by the eye.

Q.—Are there any obstacles at that point to obstruct a clear view of the track? A.—No, Sir, the Railroad is higher than the intervening ground and the fences between; there was nothing to prevent the conductor and engineer and brake-tender from preventing the accident if they had been looking to see the carriage.

A FARMER'S EVIDENCE.

*Adam Price*, sworn: I reside in the city of Burlington.

Q.—Did you witness the accident of Wednesday? A.—I did.

Q.—Where were you at that time? A.—I was in my lot by the railroad.

Q.—Where is this lot? A.—It is below Cook's house.

Q.—Where were the cars when you saw them? A.—The cars had passed to go up before I got to the fence.

Q.—Did you see the cars strike the horses? A.—I did not; a small house which stands there prevented the view.

Q.—Did you see the cars in motion? A.—I did.

Q.—Were they backing? A.—Yes, Sir.

Q.—About what rate of speed do you suppose the train was backing? A.—From what I could see they were coming back at the rate of twenty miles an hour; I first saw them the hindmost car was off the track, and I wondered the man sitting up there did not see it; I did not see any brakeman in the gig-top; he may have been there; I was told the rope was broken, but that is not so, the rope was all safe.

Q.—Can you tell which car ran off the track were the cars; A.—The next one to it; it was thrown off on the left side of the track.

Q.—Did the third car from the rear go off? A.—The third car struck the second and ran off towards the right.

Q.—What became of the next car? A.—It was cut in two and thrown across the track.

Q.—You were close beside the train, were you not, at the time of the collision? A.—I was.

Q.—How far from the train were you? A.—I should think about fifty feet from the track.

Q.—What became of the car that was behind the fourth car? A.—It was smashed into atoms, and the fragments thrown high into the air; although the main was off the track, it still continued to move.

Q.—How far from the crossing-place were you when you heard the cars first running? A.—About three hundred or four hundred yards.

Q.—Was there any whistling of the engine? A.—There was not, and I wondered there was not.

Q.—Did you hear the bell? A.—I saw the train nearly two miles off, but did not hear any whistle.

Q.—The whistle is generally rung, is it not? A.—Yes.

Q.—Do you remember ever hearing a whistle when a train backed? A.—I don't remember that I ever did.

Q.—Can you measure the time between the running of the rear car off the track and the stopping of the train? A.—I couldn't tell exactly, but they couldn't have moved more than a second or two after the rear car was thrown off.

Q.—What time elapsed before the going up of the train and its return? A.—I can't say how much.

Q.—Do all engines always blow the whistle as they pass a cross-road? A.—Yes.

Q.—Did they blow at the time they were nearing the river road going up previous to the accident? A.—No.

Q.—Did they blow before crossing, in coming back? A.—Not that I am aware of.

Q.—In the road much traveled? A.—It is.

Q.—Have you ever heard of a flag man being stationed there? A.—I have no knowledge of that fact.

Q.—What are the words on the board at the crossing? A.—Look out for the locomotive.

Q.—How does that board stand? Does it stand up and down the said track, or up and down the river road? A.—It stands kind of cornerways; persons coming down the river road can see it distinctly.

Q.—When the collision took place how far were you from the cars? A.—About sixty or seventy feet.

Q.—Were you within a hundred feet of the cars when they stopped? A.—I was.

*By a Juror*—Did you see me getting out of the cars? A.—I did not.

Q.—Did you see the horses at all? A.—Not until after they were killed.

Q.—Where were they? A.—Some forty feet from the corner of the road where they had been thrown by the train.

Q.—Then the cars could not have run off the instant the rear car struck the team? A.—It appeared to me as if the train jumped off the track the instant the rear car came in contact with the horses.

Q.—Do you swear this for a fact? A.—No, but such is my impression.

FIREMAN'S TESTIMONY.

*Samuel Scott* was the next witness called, and deposed as follows: Q.—Where do you reside? A.—At Bordentown.

Q.—What is your occupation? A.—A fireman.

Q.—In whose employ are you? A.—The Camden and Amboy Railroad Company.

Q.—Were you on the ten o'clock train last Wednesday from Philadelphia? A.—I was.

Q.—Where did you meet the New-York train? A.—About a mile and three-quarters from the Burlington station, on about half a mile above Hammel's switch.

Q.—Who was the engineer on your locomotive? A.—Israel Adams.

Q.—Did you hear his testimony? A.—Yes.

Q.—*How far were you this side of Hammel's Switch when you stopped?* A.—About three-fourths of a mile.

Q.—Did you run back? A.—No.

Q.—What were you making for? A.—We intended to get in the turn-out at Burlington.

Q.—On which side do you stand when on the locomotive? A.—On the left hand side.

Q.—Were you standing there on the day of the accident? A.—I was.

Q.—When you backed up the train were you looking out on the road? A.—Yes.

Q.—Which way were you looking? A.—On the left hand side going down.

Q.—From the moment of applying the brake did you continue looking out until the collision took place? A.—No, not all the while.

Q.—Why did you not? A.—Because I could see nothing in the way, and thought it would be useless to keep a constant looker.

Q.—When you back a dust is raised, is there not, which prevents your seeing clear the way you are going? A.—There is.

Q.—At some point of the road was it, after you commenced backing, that the dust got so raised that you could not see? A.—About 150 yards.

Q.—How fast were you backing at this time? A.—At the rate of fifteen or sixteen miles an hour.

Q.—Have you any control over the running of the engine? A.—I have not.

Q.—How long have you been in the employ of the Company? A.—About eleven months.

Q.—How long have you been on that train? A.—Only a few days.

Q.—How far were you from the road when you blew the whistle? A.—About forty yards.

Q.—Do you know whether the brakeman was stationed on the top of the car or not? A.—I cannot say positively that he was.

Q.—Can you tell whether the brakeman was in his place from your position? A.—I cannot.

Q.—If the brakeman had been at his post would he have seen the carriage coming? A.—The brakeman said he saw the wagon, but not time enough to avoid the collision.

Q.—Did you see the forward brakeman after the accident? A.—I saw the forward brakeman after the accident; he said that he saw the train approaching and gave the signal, but the rope was foul and the engineer did not get it.

Q.—Did you consider it safe to run back with the speed you did, when the dust was flying so? A.—Just as safe as though the dust were not flying.

Q.—If there had been no dust flying, wouldn't you have seen the train approaching? A.—It was not my business to look out for it; I have to merely watch the front of the train.

Q.—Could you not have seen the carriage if you had looked toward the road, and the dust had not been flying? A.—Yes.

Q.—Was the whistle blown from the time of the backing to the time of the accident? A.—It was, three times; the last time about a hundred and fifty yards from the crossing.

TESTIMONY OF THE EXPRESS MESSENGER.

*E. Prescott Harvey* sworn: Q.—Where do you reside? A.—In Philadelphia.

Q.—What is your occupation? A.—A Messenger of Adams' Express Company between Philadelphia and New-York.

Q.—Were you in the ten o'clock A. M. train from Philadelphia on Wednesday? A.—I was.

Q.—When in the train, what car do you generally set in? A.—In the mail.

Q.—Were you in that car on Wednesday's train? A.—I was.

Q.—When the train was backing down towards Burlington, did you or did you not hear a whistle? A.—I did.

Q.—How long before the collision took place did you hear the whistle? A.—Am not sure of the distance, think about half a mile.

Q.—Was the whistle you heard, a short, quick puff, or a prolonged blow? A.—It was a prolonged blow for warning.

Q.—How long after the blow did the break up take place? A.—Some two or three minutes.

Q.—How long have you been traveling over this road? A.—About four years.

Q.—In what train do you travel? A.—In the express train between Philadelphia, and in the mail from New-York.

Q.—Whereabouts in the mail car were you sitting? A.—On my chair, opposite to the left-hand side door facing up.

Q.—Were you looking out of the car at the time? A.—I was not.

Q.—How fast do you suppose that train was backing? A.—I think about fifteen or twenty miles.

Q.—Did you hear any sound of the whistle after the collision took place? A.—I did not.

Q.—Did you hear any sound of the whistle immediately before the collision took place? A.—I did not.

Q.—Do you know who was the conductor on the road that day? A.—J. Nostrand was.

Q.—How long have you traveled with Nostrand? A.—Ever since he has been on this line—about 3 years.

Q.—In he or is he not a capable and skilful Conductor? A.—He is so far as I know.

Q.—Do you know where Nostrand was when the train was running back? A.—I do not.

Q.—Is it a common thing to run back in the place where the train did on Wednesday? A.—It is a common thing—I have been in trains that run back in the same place.

Q.—Now that do the cars generally go when they that run back? A.—Cannot say, generally, sometimes fast and sometimes slow.

(Here, at 11½ o'clock, the jury took a recess to visit the scene of the disaster, and to take dinner.)

AFTERNOON SESSION.

The Jury convened in the Lyceum again at 3 o'clock in the afternoon. As usual a large number of interested spectators were present. The first witness called was Samuel S. Stryker, who, on being sworn, testified as follows:

TESTIMONY OF MR. STRYKER.

Q.—Where do you reside? A.—At Newburg, N. J.

Q.—Were you on board the 10 o'clock train for Philadelphia on Wednesday last? A.—I was in the car next behind the way car.

Q.—Do you mention the train running backwards after leaving Burlington? A.—Yes.

Q.—Did you hear a blowing of the whistle while the train was running back? A.—I did, quite distinctly.

Q.—What kind of a blow was it? A.—My impression is that it was a prolonged blow.

Q.—How long after you heard the blowing was the collision? A.—Immediately after; so near that when I felt the first jar I supposed it was occasioned by the application of the brakes.

Q.—Can you form any idea of the time which elapsed between the first trembling and the stopping of the cars? A.—Quick enough for thought. At first there was a trembling or vibratory motion; on looking up I observed the top of the car in which I was, crushing in; I had presence of mind enough to drop down flat between the seats; I had heard of such things being done for safety on similar occasions.

Q.—*How fast do you think the cars were going while backing?* A.—I cannot state positively; I judge of the speed while traveling by the appearance of the fences as we pass; being engaged in conversation at the time, I did not pay much attention to the speed, but I believe we were not going at an immoderate rate.

Q.—What is your business? A.—I am engaged in the milling business.

Q.—Are you a stockholder in the Camden and Amboy Railroad? A.—I am not; I was a stockholder in it, but am not now; I have no connection with the Road, whatever.

Q.—How long after you heard the whistle did the collision take place? A.—I cannot exactly state; it was a very short time, however; it was not many minutes.

TESTIMONY OF ELISHA WALCOTT OF ILLINOIS.

*Elisha Walcott*, sworn: Q.—Where do you reside? A.—In Jacksonville, Ill.

Q.—What is your occupation? A.—I am Road Master on the Great Western Railroad of Illinois.

Q.—Were you in the 10 o'clock up-train from Philadelphia on Wednesday morning last? A.—I was.

Q.—In what car were you? A.—In car C; I don't know its exact location, but think it was the second car from the rear, and believe there were three cars ahead of me; I had in my hand a Railroad Guide that gave the time tables of the various Railroads. I observed that we arrived in time at Burlington, but remained there beyond the time set down for standing. I heard somebody say, whom I supposed to be connected with the train, that they were waiting for the New-York Express. When the train stopped I stepped on board and observed by my watch that the train was eight or ten minutes behind its time as laid down in my book. The train proceeded, and when it had gone about three miles I heard the whistle to stop; after it stopped I observed that we were backing; I thought it so unusual that an Express train should back that I looked out of the window to see what was the matter, and observed up the road on the straight track another train; I supposed at once that it was the New-York Express that we were waiting for at Burlington. I then remarked to my companion who sat in the same seat with me, that here was something I did not understand—that two No. 1 Express trains should both be running on a single track in opposite directions and between stations; I had never heard of such a thing, and observed that some one would have to answer for it; I have since learned, however, that such a course is consistent with the rules of the road; after we had backed a few moments I felt a jar, and thought at once that we were off the track; my first thought was that if I was stoic I could reach the ground and save myself; I told my companion (who was my wife) to hold on to the seat; in a moment the car commenced breaking up; I cannot describe the scene that ensued—it was a frightful one; the seat on which I sat was twisted completely around.

Q.—You say you are Road-master on the Great Western Railroad. Did you notice the speed at which the train was running back. A.—I had an impression about the speed; my impression is worth no more than the impression of others in this question; there is nothing which persons will differ on much about as the speed of a railroad train; besides I might in judging of my opinion be influenced by subsequent events; *the result will determine the speed*; I have seen a good many cars off the track, but never saw a passenger car break before; a car when going at a slow rate of speed will not break if it should get off the track; it will stop; when propelled at a greater rate of speed or at considerable rate, it will break in pieces if it should happen to get off the track.

Q.—Judging from such premises, how fast should you think the train was moving? A.—I cannot state positively; I think my previous answer sufficiently definite; I felt considerable anxiety while the cars were backing; my anxiety arose from the fact that backing a long train is always dangerous.

Q.—*How long have you been in the employ of the Great Western Railroad?* A.—Five years; I was on the road for a year and a half as conductor, and since that time as Road-master; the speed at which a train can be backed with safety depends on its length, weight, the grade, &c., but more especially on the condition of the road; if the line of road be unobstructed and in view, and the cross-roads plainly under the eye, the train can of course be backed with safety at the usual rate of speed forward; but when the road and its crossings are not plainly in view the train should not be backed faster than it can be easily checked; a backing train is comparatively helpless.

Q.—Have you visited the scene of the disaster? A.—I did so this noon.

Q.—Do you believe that in view of the locality, the train on which the accident occurred was moving backwards with an unsafe rapidity? A.—I think it was.

A number of other questions were put to this witness, but all of the answers given depended on conjectures.

MRS. COOK'S TESTIMONY.

*Mrs. Mary Cook* was then recalled, and testified as follows:

Q.—Did you observe or hear any conversation in that carriage? A.—I heard Mrs. Harrington say, after the collision, she wished she had stayed at home, for she was afraid that all the blame would be laid upon them.

Q.—Was that all you heard her say? A.—When she got out of the carriage she clasped her hands together and said, "Oh, Lord! what a destruction!"

Q.—Did she make any remark as to any remark she had made to the Doctor before the accident took place? A.—Not that I heard.

Q.—Could the persons in the carriage, if they had been looking, observe a train approaching? A.—If the curtains were up, they could have seen a great distance.

Q.—If they had blown the whistle, could the doctor have heard it? A.—Certainly—he must have.

(John F. Creighton, one of the passengers on the Express train coming from New-York, was called upon the stand by the Foreman; but, inasmuch as he was not upon the fatal train, the Jury, after a few moments' consultation, determined not to take his evidence.)

TESTIMONY OF MR. MAXWELL.

*Morris Maxwell* sworn. Q.—Where do you live? A.—At Jersey City.

Q.—What is your occupation? A.—I am in the employ of the New-Jersey Railroad Company.

Q.—Were you on the ten o'clock A. M. train from Philadelphia on Wednesday last? A.—I was.

Q.—In what position? A.—On the forward brakes.

Q.—Where is the place where you sit or stand when on duty in that capacity? A.—In the brake house.

Q.—Where were you when this accident took place? A.—I was standing on the brake house.

Q.—Did you see the cars strike the horses? A.—Yes, I was looking back, and when I saw the horses it was too late.

Q.—Too late for what? A.—To sing the bell or prevent the accident; I tried to ring the bell, but couldn't—suppose something was the matter with the rope.

Q.—Did you know of the cross road being there? A.—Yes, Sir.

Q.—Was the signal given before reaching the cross road? A.—Yes, it was given by the engineer.

Q.—What is the business of brakesmen on the trains? A.—To brake up, I suppose, when the signal is given.

Q.—Have you ever received any instructions as to your duties as brakesman? A.—No. I have never received any such instructions—never thought it necessary to ask for any.

Q.—Is it your duty to watch if there is any obstructions on the road? A.—It is.

Q.—Is it your duty to watch that the cross roads are clear? A.—I do not consider it my duty to do so.

Q.—How far along the crossing was the whistle blown? A.—It was not far from it; I cannot state the exact distance.

Q.—Could you see distinctly to the end of the cars from where you sat? A.—Yes, Sir, I could.

Q.—Could the engineer, from his position, see the end of the train? A.—I think he could.

Q.—Immediately after the first intimation of danger what did you do? A.—I gave the brake a half turn, and then left, but not until the cars broke loose.

MR. HARVEY'S TESTIMONY.

*Mr. Harvey* recalled

## THE CANADIAN MAILS.

### DETAILS OF THE EUROPEAN NEWS.

The *Canada's* mails arrived from Boston at half-a-hour yesterday morning. Our European papers contain very little intelligence of importance, in addition to what was given by telegraph from HALIFAX. Kossuth (from whom we have a letter, which we shall publish at our earliest convenience,) has gone to the Isle of Wight.

In neither our London nor our Paris letters contain any intelligence of immediate importance, we postpone their publication. The following comprises all the news of interest by this arrival:

### INTERESTING FROM SPAIN.

**Popular Opposition to Sending Spanish Troops to the Crimea.**

**Attack on Mr. Dodge—The Cholera, &c.**

Special Correspondence to the N. Y. Daily Times.

PARIS, Wednesday, Aug. 15, 1855.

You would think, perhaps, that the Spanish people, who knew how to trouble the spleen of Napoleon the Great, would know how to take the spleen of NAPOLEON the Little—and it is so.

But the Government of Madrid, which is not precisely the Spanish people, for various reasons too lengthy to be explained in a parenthesis, has consented to the task imperial administered to its Minister of State the other day, be important, that immediately on the arrival of Sr. ZARZA at Madrid, the Council of Ministers was assembled in haste, and taken completely aback by the audacity of the Imperial behavior, has thought it best to resolve that they would take part in the alliance with the combined powers against Russia.

They prudently reserved, however, the presentation of this project to the Cortes, and await their opportunities to decide upon the question of sending a contingent of troops to the Crimea, and gave an evasive reply to the important session to the Representatives of France and England.

This news circulated with electric rapidity through Madrid, and was immediately succeeded by an explosion of indignation which, perhaps, Spaniards have not felt before, since in the war of Independence Madrid, unarmed, rose upon the accoupled Murat who had stolen possession of the Capital.

The press of all parties and colors, except one (we have hereto mentioned the Ministry), is thundering against it—and when those Spanish soldiers get their blood up they do write remarkably strong language, and write it well, too.

But the whole thing is moonshine. The Cortes are not in session and will not be till the first of October—then the project will find an opposition in the Cortes so overwhelming that it will be almost impossible to get it through; and even supposing this case, the conscription of men to be sent hence be effected partially in the provinces, it will have caused you the war of the Crimea is unpopular in the last degree—and in the last resource, although Ministry and Cortes and Provinces should all work together, and the expeditionary army should be raised in the process of Spanish things generally next year, without money or means, what do you imagine will happen then? Do you imagine that the 25,000 men will be embarked and actually march to the seat of war? Not a bit of it. The number of armed Spaniards does not go anywhere except just where they please, and the most probable result would be that they would turn round and march to Madrid, turn the whole thing upside down, and set the revolution rolling again, as was done by just such an expeditionary army assembled at Cadiz in 1820, to be sent where they didn't wish to go.

But long before that time the face of things will present another aspect in Spain, without the aid of this imaginary force on footstep; and, indeed, the resolution of the Spanish Ministry itself is no more probably than a little ruse, to bring back the smiles to the fair face of EUGENIE and relax the terrible frown of the mighty Emperor, for instance.

They know all these things well enough, and they therefore still more. They imagine that it is the chance we chances to see that Louis Bonaparte himself will be far enough from being able to do them any good or harm, on the frontier or anywhere else, before the hour of really doing anything themselves to carry into effect the paper resolve of the other evening shall come. They wish him to continue to catch Carlists in the Pyrenees, and not to get across with his resolution, and that is all they ever expect will come of their famous decision in Council. It may be they are right, but it may be they will themselves yet lose their pieces for their subtlety. The people are very indignant at the affront which they seem to imagine has been done to Castilian blood by the appearance of truckling to Louis Napoleon on the part of their present rulers.

The *Epoca*, a journal representing the interests of Gen. EGUIA DE OLANO, and others of those engaged in the insurrection and battle of Vicalvaro, which began the revolution of last year, has published a strong article against our Minister, Mr. Dodge, because, as it says, he has allowed himself to be caught in the snares of certain friends of Mr. SOULE. Why, I know I cannot say, nor do I know whether there is any foundation for the charge. I believe Mr. Dodge to be a man too intelligent and too prudent to allow himself to be compromitted and his mission rendered useless in Spain. He was received, as no other Minister of ours, perhaps, ever was, and it is to be supposed he will have taken advantage of those favorable dispositions for doing something of value for the country. On the other hand, the *Epoca* is not a journal particularly hostile to us, and its bitter complaints are strange.

The cholera goes on with its ravages; the efforts to make head against it continue, and the distancing of the National Militia in part in Barcelona shows that the Government is thinking of curing both epidemics at the same time. I fear it will succeed as ill in the one case as in the other.

Yours, truly, AN AMERICAN.

## THE WAR.

### The Battle on the Tchernaya.

The latest telegraphic dispatch, in addition to those already received, says: The Russians engaged were those of Generals REDIGER, CABANOV, SAVOYOFF, and the Mounted Militia of the Russian (says Colonel PATTERSON) were in full retreat from the moment their reserves, and those of our brave allies, and especially the English cavalry, came up. Our losses (from the enemy's) are at present unknown. The Russians have behaved admirably. A disaster has been received from General LA MARMORA. He says, that the Piedmontese will show whether or not the Piedmontese are worthy to fight beside the French and English. Two hundred of the Sardinian contingent are here in combat. General MONTEVECCHIO is mortally wounded.

### The Expedition on the Tchernaya.

The Vienna Morning Post states that the movements of the Russian army in consequence of orders received from St. Petersburg to the Russian Generals in the Crimea, will take place before the end of August.

The Moniteur states that the Emperor ALEXANDER has given orders, and is a fate for their execution, when sent dismissed after Inkerman, to Chief Commissaries, intending it, of the Search of the Sense of transport and of provisions, which was making itself severely felt, and threatened to prove fatal to the very existence of his armies if the month of September should find them in their then position.

In view the Russian Generals signed attack when we [illegible] Allied Generals were too [illegible] and the consequence was that [illegible] the Russians were left them, not either to retreat into the interior of the country, where their wants might be supplied, abandoning Sebastopol to its fate, or to run the risk of being cut off from the invaders into the sea, and thus to open the unguarded of the Crimea and [illegible]

The Paris Journal Général Prussienne states the Russians in full retreat upon Mackenzie's Farm, Beston, harassed, and short of provisions, the Russian army, for the time, has no existence. It must [illegible] its retreat for safety's sake, and instead of relieving the garrison, must itself seek relief.

The Allied Generals have [illegible] when their [illegible] enthusiasm [illegible] the ranks of the defenders of Sebastopol, to impose our fire, at a moment, [illegible] close to the enemy the hand grenades have became the favorite weapon of offence, and it needs but a short mine to blow this ditch and rampart into one of ruins, a short rush to place our gallant soldiers in possession of the long desired Malakoff.

At the moment we write the bombardment is proceeding from the mouths of such an armament as Sebastopol has not till this moment felt the weight of, and it is not improbable that by the time these lines meet the public eye the assault will be made, and a new and hard won glory added to the united flags.

### The Last Sortie on the Woronzoff Road.

The correspondent of the London *Daily News* writes: "The sortie last night, (Aug. 5,) was made by a Russian column, who, taking advantage of the darkness, contrived to advance some distance along the Woronzoff ravine, between our left and right attacks. To prevent an approach in this direction, care particularly to guard against an advance of the enemy for the purpose of attacking our Quarry in flank, a line of chevaux de frise had been fixed across the Woronzoff road and levied, just in advance of the line of position of our Quarry, works on the hill above. The sides of the ravine are very precipitous, both on the left, and right hand, at this spot. The *chevaux de frise* were therefore carried but a very short distance on either side beyond the limit of the ravine, but sentries placed in fitting positions, and communicating with pickets furnished respectively from the left and right attacks, sufficiently provided for its protection.

The Russians managed to reach as far as the *chevaux de frise*, which it was evidently the object of the sortie to destroy, without being noticed at first by the sentries. They commenced pulling the obstruction down, but did not succeed in [illegible] their object without rousing the attention of the man on watch. The alarm was instantly given, and a fire was poured down into the ravine from the picket stationed above. The Russians at once fell back, but getting behind cover, they returned, and poured several volleys in the supposed direction of our fire. Their fire fell perfectly harmless, however, and no casualty caused among our troops. It seems probable that, on the other hand, the enemy suffered severely, for they were exposed to a cross fire from our Minie, which were directed against them as they retired back along the ravine. Had the Russians succeeded in removing the obstructions across the road, its restoration would have been a matter of difficulty, unless accomplished without any knowledge on the part of the enemy, as two of their guns bear directly upon the line of work.

### New Siege Works.

The French have thrown forward a boyau from the right of one of their advanced approaches on the Malakoff hill. The end of this new trench is some yards in advance of the foremost part of the most advanced parallel, which is projected in a curved form towards the salient angle of the Kornilloff bastion. The boyau is carried along the slope on the right of the Malakoff hill, so it dips down toward the comparatively level ground beyond; it is thus protected by the higher part of the ascent towards the enemy's works from the guns of the Redan, which would otherwise take the trench directly in reverse. Its extremity is turned round to prevent an enfilading fire from the guns of the Kornilloff bastion. One principal advantage of this boyau will be that it will afford a cover to sharpshooters, who can from this position control the fire of some of the flanking guns on the proper left of the Malakoff works, which had been annoying the guards and working parties in the French approaches advancing up the face of the hill. The Russian trench, cut through the abattis, and communicating with the ditch, appears to have been slightly prolonged, but otherwise remains in the condition in which it appeared when first opened.—*Daily News Correspondent.*

### Army Surgeons and Times Correspondents.

A letter having appeared in the *Times* newspaper, dated "Camp before Sebastopol, June 30th," containing charges of the gravest nature against medical officers of this army, a Court of Inquiry was directed to examine into the truth of the allegations set forth in it. The officers composing this Court, after the most minute and patient investigation into the whole of the circumstances connected with the treatment of the wounded on the 18th June, declare that this letter is "calculated grossly to mislead the public, and to cast blame on those to whom praise was justly due." In this opinion the Commander of the Forces concurs, after a perusal of the evidence. It appears that Acting Assistant Surgeon BARNARD is the author of this letter. He is therefore informed that his further services are dispensed with, and his name is struck off the strength of the army from this date.

BARNARD, Chief of the Staff.

## COMMERCIAL INTELLIGENCE.

### London Markets.

[By Canada.] LONDON, Friday, Aug. 17—3 P. M.

The Colonial and Foreign Produce markets have been active this week, and a good business was transacted in most of the principal articles of consumption, at full prices. SUGAR very firm, and dearer. BREADSTUFFS dull. MONEY is in increased demand. CONSOLS leave off 91¾@91 for money, 91¼@91½ for the account. DOLLARS, 5s. 2½d. BAR SILVER, 5s. 1½d. South American DOUBLOONS, 74s @75s. 6d. American EAGLES, 76s. 3d. COCHINEAL quiet. 25 bags Mexican Silver sold at 5s. 2d @5s. 2½d., with silvery Black at 3s. 11½. 120 bags Teneriffe sold rather lower; Silver, 5s. 6d.@5s. 10d.; Black, 4s.@4s. 1d.

COTTON—200 bags Trinidad brought 43s.@45s. 6d. for fair to good Red.

COPPER—Without change. Tough Cake and Tile, £126; best Selected, £129; Sheathing, 14d.; Yellow Metal Sheathing, 13d.

COTTON—The market has been active; the sales for the week amounting to 5,000 bales, at ¼d. @¼d. ⅌ lb. advance. At Liverpool there has also been more demand; yesterday's quotation for Middling Orleans was 6 7-16d. ⅌ lb.

COFFEE—The public sales of Plantation Ceylon have again been large, comprising 1,340 casks and 850 bbls. and bags, of which the greater part have been disposed of, prices in many instances showing a decline of 6d. per cwt. 22 casks and 510 bags Jamaica went from 60s. to 62s. for good to fine ordinary. 140 half-bales fair clean garbled Mocha brought from 81s. 6d.@82s. 1,280 bags ordinary Rio were offered; but there was no disposition to bid, and the whole was taken in from 48s.@49s.

At the Corn market on Monday there was a small supply of English WHEAT, which sold slowly at 1s. ⅌ quarter decline from the prices of the previous Monday. The weather has been very favorable for the harvest. Last week's average for English WHEAT was 77s. 7d. on 84,564 quarters returned. To-day the market was very dull, and prices had a decided downward tendency.

DRUGS, &c.—Gum Arabic—120 cases Bombay brought full rates, from 49s. 6d @41s. for fair pale and amber; pale red, 30s.@36s. 6d.; dark red, 26s. Gum Dammar—Ordinary cented realized 35s.@36s. Sticklac—610 cases Siam were taken in from 20s. 6d. @23s.; and 9 cases, 7 cases Penang sold at 19s. 6d. for sound, with Stock at 17s. India Rubber in more demand; about 20 tons good Java sold at 7½d. Logwood—85 tons Jamaica sold at £6 17s. 6d. Fustic—30 tons Jamaica realized £5 15s. Shellac—275 cases good orange were withdrawn at 56s. Cutch, £24@£25. Gambier, 17s. 6d. Quicksilver, 1s. 9½d.@1s. 10d. Opium, 15s., nominal.

HEMP—Russian is unaltered; St. Petersburg Clean, £44. Manila continues firm; current quality cannot be bought under £40. 200 bales Sunn, of ordinary quality, at auction, were bought in at £14 15s., and 495 bales Bombay, from £22@£23. Jute—of 3,060 bales offered, the chief portion sold at similar prices, from £13 10s.@£20 5s.

IRON—The Government has prohibited the export of various kinds of manufactured Iron to any port north Dunkirk, by vessels of Allied States, which has unsettled the market. The quotations, however, for Rails and common Bars are unaltered. Scotch Pigs have advanced to 61s. 6d. for mixed numbers on the Clyde.

INDIGO—Holders firm and prices unchanged.

LINSEED—In limited demand on the spot at 70s. for Bombay, and 70s. 6d@71s. for Calcutta. For Summer shipment of Calcutta an advance has been realized, speculative purchases to some extent having been made at 75s., delivered from warehouse. Import during the week, 4,791 qrs. from the East Indies.

LEAD—Steady at our late quotations.

LINSEED CAKES—Are less inquired for, but prices without change. New-York barrels are worth £13, and bags £12 10s., cost, freight and insurance, and the quantity coming forward is reported moderate.

OILS—Fish—Sperm dull at £125; Common scarce and in good demand; Southern £54 10s.@£55; Pale Seal £55; Cod £46 10s @£47. Olive is dull, and prices 10s.@20s. lower; Gallipoli £56, Trieste £54@£56, Malaga £53@£54. Rape continues very scarce, 40s.@40s. 6d. has been paid for Refined Oil up to December, and Brown, on the spot for delivery, is not offering under 39s. Linseed 40s., 9d.@40s. on the spot, and 44s. for delivery to February. Palm 42s.@43s. Cocoa Nut 42s @43s.

RICE—A large business has been done during the week, though the market to-day is hardly so active.

MOLASSES—A moderate business has been done at 18s.@18s. 6d. for Antigua, and 18s. for St. Kitts. Cuba Muscovado 18s. 9d.@19s., Clayed 17s. 9d.

RUM—Is quiet. Proof Leewards 2s. 3d.@2s. 4d.

SPELTER—Dull, at £20 on the spot.

SALTPETRE—Has been in active demand, and prices advanced 6d.@1s. ⅌ cwt., with free sellers. Yesterday, about 8,000 bags were sold at prices ranging from 21s. 6d.@23s. 6d., for 11 to 24 ⅌ cent. refraction.

SPICES—White Pepper, 137 bags mid. Penang sold from 7¾ d.@7½d. ⅌ lb., being fully ½d. lower. Black Pepper, 600 bags good Penang sold from 4¼d.@4½d. Cloves, 38 cases Penang sold from 10½d.@11d. Cassia Lignea, of 395 boxes offered, a few lots sold at 130s. for fair seconds, and 124s. for firsts. Cassia Vera, 200 pkgs. were taken in from 95s.@96s. Ginger, 52 bbls. Jamaica brought 42s @44s.

LARD—In better demand. Western in kegs 53s.@54s.

SUGAR—The demand has been brisk throughout the week, and prices generally may be quoted 6d. @1s. ⅌ cwt. higher. The sales of West India are 3,500 hhds. and 16,000 bags Mauritius at auction, all found ready buyers at advancing prices. 300 hhds. 300 barrels and 1 tierce Porto Rico sold briskly from 35s. for soft brown, and 40s. for fine grocery. Privately, a considerable business has been done on the spot, including 1,600 boxes yellow Havana at 40s., and 500 boxes Brown at 35s.; also 2,000 bags clayed Manilla at 37s. About a cargo of 4,500 boxes Havana (No. 11@14) has been sold at 32s. 6d. for British; two cargoes of Mauritius, 7,000 bags (No. 9½), at 36s. for Antwerp, landing weights, discount 1 ⅌ cent; and 5,500 bags at 37s. 6d., equal landed conditions. Bengal; also a cargo of Siam, for the United Kingdom—at 31s.@32s. respectively; and a small [illegible] at 32s., supposed for Gothenburg.

TEA—Common Congou is dull at full rates; the better qualities of Congou from 2s. 3d. to 2s. 4d. there is a fair business.

TIN—At the Dutch Trading Company's sale, held yesterday at Amsterdam, the whole quantity offered (120,000 lbs.) sold at 74½fl., equal to about 16¾d. on board there. Straits are quoted 125s.@126s. Banca 127s.@128s. Prices of English are not yet fixed, but a rise of 4s.@5s. is expected.

TOBACCO—1,000 ⅌ ship, much are reported at 7½ 6d. from ship. SPIRITS—American in casks are held at 32s.@32s. 6d.

AMERICAN STOCKS—Have been generally quiet this week; but there have been transactions in Maryland 5's Sterling Bonds at 92; Virginia 5's Sterling at 90; and Pennsylvania 5's Dollar Bonds at 84. No Pennsylvania Inscriptions for sale under 80. Sales have also been made of Louisiana State Bonds 6's at 83½; of Alabama State 6's Bonds at 92; of Quebec City 6's Sterling at 103½; of Canada 6's at 114½; of Pennsylvania Central Railroad Bonds at 81; Panama 7's Sterling at 99; of Illinois Freeland at 64; of New-York Central at 96; of Camden and Amboy Railroad at 95½; and Chicago and Mississippi Railroad 10 ⅌ cent. Bonds at 84.

BARING, BROS. & CO.

## EDUCATIONAL.

### American Association for the Advancement of Education.

### FIFTH ANNUAL MEETING.

WEDNESDAY'S EVENING SESSION.

The Association met at 7 o'clock. Mrs. GEORGIANA BUDDY and Prof. NASH sang a Duet, with piano accompaniment, which was pleasingly executed.

Prof. CHARLES DAVIES offered the following resolution:

*Resolved*, That the sentiment expressed by our late President, Prof. BACHE, in his recent address, that "religious and moral instruction should form an important element in all our system of public education," is in perfect accord with the firm belief and earnest conviction of this Association.

A long discussion ensued upon the resolution when it was finally voted to postpone the subject indefinitely.

Prof. F. D. HUNTINGTON of Cambridge, Mass., read a paper, the subject "Unconscious Tuition." It was a lengthy and able effort and listened too with marked attention. The customary vote of thanks was passed with request of a copy for publication.

Adjourned to this morning at 9 o'clock.

THIRD DAY—MORNING SESSION.

THURSDAY, Aug. 30.

The Association being called to order at 9½ A. M. Prayer was offered by Bishop POTTER, of Pennsylvania.

A paper on "Family Training," by Rev. Dr. T. V. MOORE, of Richmond, Va., stood next on the list.

In the absence of the Rev. Doctor, Professor OLMSTED delivered an address on the "Equalizing Tendency of Science," which, though brief, was pointed, and elicited some applause at its close.

Next in order was a paper on "Classical Education" by Professor TAYLOR LEWIS, LL. D., Union College, N. Y. The Doctor argued the benefits of Classical instruction and study—disciplinary, philological and literary. He thought that in the present condition of our country, nothing was more desirable than that the American mind should be brought into close communion with Ancient letters.

Mr. WM. B. FOWLE, of Boston, said that before it was put, at the risk of being thought very tenurant, he would offer a few remarks. He decried all classic study,—farmers would not study VIRGIL to copy his agricultural notions,—physicians had no use for their Latin beyond concealment; it were better if clergymen would be content with past translations and comments &c., &c. He did not know where we should pull up. After proceeding some time in this strain, Mr. Bowe closed, and the discussion on the paper was postponed, the time having arrived for the delivery of a paper on "Physical Science," by Prof. H. J. ANDERSON, of New-York. The argument was, that science, to be well taught, ought to be taught in reference to its aim and the actual spirit of the age.

On its conclusion, a recess was taken for refreshment.

AFTERNOON SESSION.

Previous to the special business of the afternoon, Mr. GENWIN obtained permission to argue the importance of cricket and other games of manly and athletic out-door exercises as an important part of education.

Professor DAVIS then rose to offer the following resolution:

*Resolved*, That the recognition by our late President, Prof. BACHE, in his retiring address, of the prominent importance of moral and religious culture in the training of the young, meets, on the part of this Association, with the unanimous and cordial approval.

Mr. RANDALL desired that the original resolution of yesterday might be adopted instead of the above, which was only an amendment. He was anxious to adopt that resolution undiluted and unmodified.

Prof. DAVIS deprecated the discussion of verbal differences. He wished for a common platform, upon which Dr. BACHE and Prof. PIERCE might amalgamate.

After some conversation, time being called for Prof. PROUDFIT's paper, this discussion was postponed.

The composition of Professor JOHN PROUDFIT, of Rutgers College, New-Jersey, turned upon the question of whether the Greek of the early Christian writers ought to form a part of school and collegiate instruction. The conclusion of the speaker was in the affirmative. BASIL and CHRYSOSTOM ought to be studied for their Greek as truly as HOMER and SOPHOCLES.

On the proposition of a vote of thanks to Professor PROUDFIT,

Bishop POTTER rose to express the delight with which he had listened to the paper just read. Carried.

Discussion being now invited on the paper of Professor ANDERSON,

The CHAIRMAN said there was much in Professor ANDERSON's paper with which he could not agree, and others might enter upon its criticism.

Mr. EDWARDS, of New-York, did not think a vote of thanks merely formal. He was glad we had now got the issue face to face, whether the Church or the State ought or should take charge of the education of the people. Neither individuals nor society will found a University in New-York. The State ought to do it. They can do it. The speaker objected to the whole tone of remarks made in the morning in derogation of the duties and privileges of the State to found educational institutions.

Bishop POTTER hoped Professor ANDERSON would receive the note of thanks the discussion, he thought, was becoming somewhat loose. Carried.

The CHAIRMAN said that now the topics of Professor ANDERSON's lecture were more correctly open for discussion.

It was proposed, and almost unanimously resolved, to lay these topics "upon the table."

Some debate took place as to the place of the next meeting.

The report was accepted for the next meeting at Detroit on the second Tuesday in August, next year.

On the proposition of the renewal of the *religious* aspect of the question, the Secretary moved an adjournment, which was carried.

EVENING SESSION.

Lieut. MAURY, of Washington, who was expected to deliver an address, was unavoidably detained. The evening passed in a discussion on the resumption as to the introduction of the Bible into Schools—Professor MCCLINTOCK only asking for his recognition, that a selected portion be read every day.

Rev. Dr. MCLEAN, of Lafayette College, and one or two others, coincided with the wishes of the proposition and to endorse the opinions of Dr. BACHE in his address.

Bishop POTTER remarked that in six out of every twelve of the schools in this State, the Bible was recognized already, and in the attempt to make it compulsory, opposition would be roused. He recommended patience.

Dr. TAPPAN ultimately proposed a resolution affirming the unity of the *word* and *work* of God, which was *unanimously* passed. Bishop POTTER having expressed himself that any resolution passed by mere majorities would do mischief, and that the Association had no legislative power, he observed that the *moral* effect produced by the affirmation of such opinions would go far to promote the interests of religion and morality.

At 10½ o'clock the Association broke up, after a lively and interesting debate.

FOURTH DAY.

On Friday morning the meeting was called to order soon after 9 o'clock. After some discussion on the practicability of the establishment of a central agency to forward the objects of the Association, a Committee was appointed to attend to the subject.

A letter was read by Professor PROUDFIT, in behalf of the Standing Committee, from Lieut. MAURY, of the United States Observatory, expressing his heavy sympathy in the objects of the Association, and his great regret that ill-health would preclude his attendance at the meeting. The letter was accompanied by an essay on "The True Rank and Uses of Classical Studies in a Course of American Education," by Rev. Dr. MAURY, grandfather of the Lieutenant, addressed to a gentleman employed by Gen. WASHINGTON for the education of some of his wards and friends.

This document, increased very so high an interest from its historical relationships, (independently of its intrinsic merit,) seems to have been read before the Association, but this, as well as other papers which were expected to have been read, the long discussion on the opening topic presented on Thursday evening did not allow the Association to hear. It was therefore referred to the Standing Committee with authority for its publication.

Professor F. A. P. BARNARD, of the State University, then read a paper on the "Improvements that may be introduced into American Colleges." Shopcoats of colleges as being placed in an embarrassing condition, and attempting to accomplish more than they could under present arrangements, well received. The course of preparatory study ended, in his opinion, to honor, a longer period, at a corresponding institution, must be established. It was not worth while to pass from the age to be attempting to do what [illegible] in the course of teaching, would be palpable absurdity. A more superficial outline and acquaintance with [illegible] names, would constitute the substitution for [illegible] practical acquaintance with things. The [illegible] laid out to students [illegible] improvement [illegible] susceptible of much [illegible]. The price of successful scholarship is not [illegible], and might not be suppressed. Speaking greatly of [illegible] are designed. The distinction [illegible] of public [illegible] is on a mark of merit. [illegible] priority in the attainment is no designation of the actual amount of information possessed by such an individual; that can only be tested by close personal examination.

The speaker thought "examinations," as conducted here, no very valuable tests as determining the fitness of students for graduating. Let us abolish them unless they can be better conducted—not orally, by the teachers, but in writing, and so as to show the range and depth of the student's knowledge.

As to degrees, the public are not yet prepared for the abolition of the A. B. As to A. M., the case is different. It is no use as a distinction; it is granted after three years as a matter of course, upon those who have already graduated as Bachelors. If the degree is to be given in course, it ought to be something more than in course of time. The Professor would have all empty titles like that of A. M. abolished. Too many are content to graduate cum laude, and institutions would be satisfied to graduate sine laude, provided they might be admitted to graduate at all. As to offences among students, he thought private admonition and remonstrance more judicious than open and degrading penalties. College freaks and tricks are less frequent now than formerly; it is a sign of improvement. The "dormitory" system was strongly denounced by the speaker, as conducive to bad habits. He advocated a convention of delegates from the various colleges, for the study of the general good.

Professor MARTIN, of New-Jersey, spoke effectively of the need of provision for the support of students at College, and such as existed in the "scholarships" of England and other Continental countries. Here we gather funds for professors only, not for students. We cannot tell whether the American people approve of their institutions, because we are unable to test them. In England and in Germany, many clever young men are stopped wholly through their course, and are got shut out from future usefulness by present poverty.

Doctor TAPPAN: Are the students of the wealthiest pride dissipation or business to education? The wish to enjoy the consciousness of being an educated man was the thing desirable. How was it to be incited or produced? Young men who have already lost the earliest and best portion of their lives, who have acquired rudimentary Latin and Greek at sixteen, feel that it is irksome and not very inviting. More accurate note of the earlier years in the rudimentary *gymnasia* would render young men in after life less liable to be drawn aside by the seductions of dissipation; they would be occupied in their adolescence with more fitting studies than those belonging to a child.

Several other speakers kept up an unflagging interest until the hour of adjournment.

AFTERNOON SESSION.

The following resolution was offered by Mr. CLARK of New-Jersey, to the effect "That the Standing Committee for the ensuing year be requested to procure for the next meeting, from some gentleman of the largest observation and experience, a paper on the necessity and best means of obtaining for all our schools a higher order of instructors than they now have." Carried.

Presently the Convention closed.

## LAW INTELLIGENCE.

### The Furey Investigation Committee.

This Committee, pursuant to adjournment, at 4 o'clock, yesterday evening,

Present: Councilmen WEBBER, (Chairman,) GRAY, JACKSON, PINCKNEY, and SMITH.

The CHAIRMAN informed Mr. Graham, who appeared as counsel for Mr. Furey, that the Committee did not think there was anything in the points which he urged at their last meeting to stay the investigation. They would therefore proceed with the evidence.

*Mr. McCarthy* was the first witness examined by the Chairman. He stated that he did not know anything of *Mr. Foy* paying Mr. Furey $500, in connection with the grading of Eighth-avenue, between One Hundred and Second and One Hundred and Fourteenth streets; did not know of Mr. Foy paying Mr. Furey any amount of money; nor did he (witness,) between the 1st and 5th of July, negotiate between *Mr. Foy* and Mr. Furey for the payment of $500, or any other sum; he did not go to Mr. Foy's house with a check and ask him to fill it up for $1,500, nor ask him to pay over any sum; he borrowed two or three hundred dollars from *Mr. Foy* and he gave him a check on the Citizens Bank for it; but it was a private transaction of his own and had nothing to do with Mr. Furey; that was the only money transactions that was between them; never had a conversation with Mr. Furey on the matter; he person had come to him on behalf of Mr. Foy to see Mr. Furey on the subject of the investigation; never paid Mr. Furey any money as bonus to obtain a contract; never knew of any money being paid to Mr. Furey; has no contract to grade the Fifth-avenue; but had one which he sold out three or four months ago; did not know of any money being paid to Mr. Furey by the party to whom the transfer of that contract; got the contract about the 21 of January, 1854; never was an Inspector on any street where Mr. Furey was Street Commissioner, nor before; did not know of any person paying Mr. Furey money to obtain the Inspectorship of a street.

*George Barson* was the next witness examined: Was a contractor, and knew Philip Foy and Mr. Furey, Street Commissioner; did not know of Mr. Foy paying Mr. Furey any money for a terrace well near Fifty-first street, East River; did not know of any person paying the Street Commissioner any money for obtaining contracts; performed some flagging and paving on Fifty-second street between Third and Fourth and Twenty-eighth-streets; that was about two years ago; there was an Inspector on that work pretty much all the time the work was going on; did not know a day that he was not there, or some part of the day; did not think that he did any work that an Inspector was not on; did not go to Mr. Furey after the work was done and ask him to appoint an Inspector for the work; did not know whether an Inspector superintended more than one contract; did not know of Mr. Bevins having more than one week to superintend, nor of his having any contract except by hearsay; did not recollect who he had heard say so; was well acquainted with Mr. Bevins and never heard him say so; knew Mr. Denyn; heard of Mr. Denyn having more than one division to superintend; heard it from Mr. Clark, not from no other person; Mr. Clark lives in Fifty-third-street; he has no other business except being witness foreman; he does not know of his having any contract or acting as Inspector in any of the streets; never knew of a dollar being paid by any person to the Street Commissioner for the purpose of obtaining a contract.

Mr. Gray asked him if he had paid any money himself for his contracts. Witness said that he had not.

Mr. Gray then asked him if he had any intention of paying it when he got the contract.

Mr. Graham objected to the question, as it was not with intentions they had to deal.

Mr. Gray then put the question in another form, and asked if at the time of getting the contract he had given any assurance to pay money to Mr. Furey.

Witness replied that he never did; but said he had heard of moneys being paid; thinks it was from Mr. Moulton, One Hundred and Forty-ninth-street, that he heard it; he said it was Mr. Foy paid that money; the conversation occurred about a month ago; he did not say how much he paid.

Mr. Graham objected to asking what another person said, as the committee distinctly ruled that hearsay should not be taken as evidence against Mr. Furey. Mr. W. and J. may say that he committed some indictable crime; all these things are published, and these slanders are injurious to Mr. Furey's character.

Mr. GRAY said he would not be governed by the majority of the Council, but would act for himself in the examination of witnesses.

Mr. Graham contended that he should bow to the decision of the majority.

Mr. GRAY declared, as one of the persons appointed by the Common Council, he would ask any question which would lead them to see that Mr. Foy should be brought here.

Mr. PINCKNEY thought if they were to listen to the hearsay of every person they would never get through.

Mr. Graham contended that they should be governed by the rules first adopted by the Committee. If he altered it now they might do so again in fifteen minutes. They should have some standard to be guided by.

Mr. GRAY would like to take the hearsays, that they might get at the real parties who could give testimony. He was one of those who voted against the resolution in the Common Council, and the reason he would admit such evidence was that Mr. Furey might get clearly out of the charges.

Mr. Graham said he would not like to have his character vindicated in that way. He would rather prefer to vindicate his own character than by taking the hearsay of his enemies.

The Committee divided as to whether evidence of this character could be received or not. The Chairman, Mr. Gray, and Mr Smith voted for its reception; Mr. Jackson and Mr. Pinckney against it.

The examination of the witness was proceeded with. Mr. Moulton did not state the amount, but he thought he did mention something about the plan of the terrace wall.

To *Mr. Graham*—Had no knowledge whatever of the transaction; did not think that Mr. Moulton stated that the money had been paid back by Mr. Furey to Mr. Foy.

To *Mr. Pinckney*—Never paid money in lieu of any contract, either directly or indirectly to Mr. Furey.

*Mr. Pettigrew* was then called as a witness, but did not appear, and it was ordered that an application for an attachment against him should be made. The Committee then adjourned.

## MARKET REPORTS.

Markets.—Carefully reported for the N. Y. Daily Times.

FRIDAY, Aug. 31—6 P. M.

ASHES—Are unchanged.

COFFEE—Continues active and buoyant, with sales of 2,300 bags, Java at 14½c.; and 1,200 bags Rio at 11c @ 11½c. ⅌ lb.

COTTON—Is held with increased firmness, but is inactive.

FLOUR AND MEAL—State and Western brands are dull and decidedly lower, with sales of 3,000 bbls. within our revised range:

| | |
|---|---|
| Ordinary State | 7 37½ @ 7 50 |
| Straight State | 7 50 @ 7 62½ |
| Favorite and Extra State | 7 62½ @ 7 87½ |
| Mixed Western | 7 87½ @ 8 12½ |
| Ordinary to good Ohio and Indiana | 8 12½ @ 8 50 |
| Fancy Michigan | 8 62½ @ 8 87½ |
| Ordinary to Good Ohio | 8 12½ @ 8 50 |
| Fancy Ohio | 8 62½ @ 8 87½ |
| Extra Ohio | 8 90 @10 75 |
| Extra Indiana and Michigan | 8 87½ @ 9 75 |
| Fancy Genesee | 8 62½ @ 9 75 |
| Extra Genesee | 9 00 @ 9 75 |

Canadian is inactive and lower. Southern unchanged. [illegible] bbls. [illegible] Flour is quoted [illegible] ⅌ bbl. Corn meal [illegible] Brandywine, $4 75 for Jersey and $4 for Brandywine ⅌ bbl.

GRAIN—The sales include 11,000 bushels Southern at $1 [illegible] $1 95 for white, and $1 75@1 85 for red, ⅌ bushel. Rye was purchased to the extent of 3,000 bushels at $1 10 ⅌ bushel. Old State and Western Oats are quiet and depressed at 80c. @85c. ⅌ bushel. Corn exhibits no essential alteration. The day's movements including 50,000 bushels Western mixed at 87c.@87½c. for second, and 88c.@89c. for unsound, ⅌ bushel.

HAY—There were 200 bales River sold at former rates.

HIDES—Are coming forward more freely, and though the demand is fair, prices are weaker.

HOPS—Are selling at 16c.@19c. for last year's crop, and 14c.@15c. for this year's do., ⅌ lb. The supply is increasing.

IRON—We heard that 250 tons Scotch Pig were taken at $24@$25, ⅌ ton, usual terms.

LATHS—Are unchanged in demand and value.

LEAD—Is in good request at full prices, with a reduced stock in market.

LIME—Rockland is more inquired for at 87½c. cash, for Common, and $1 for Lump, ⅌ bbl. There is little much here.

MOLASSES—Remains above the same.

NAVAL STORES—Nothing of any consequence has occurred since our last in Rosin, Tar, or Crude Turpentine. Some 370 bbls. Spirits Turpentine found buyers at 41½c @45c. ⅌ gallon.

OILS—Whale, Sperm and Olive are quiet, but quoted firm. Linseed is attracting more attention and readily brings 92@93c. ⅌ gallon. No alteration in Lard Oil.

PROVISIONS—Pork is in slack request at easier prices, with sales of only 600 bbls., in lots, at $22 25c. for new Mess, and $19 50 for new Prime, ⅌ bbl. Our Beef continues very scarce and its demand, at 11c. for Hams, and 10c. for Shoulders, ⅌ lb. Lard is doing better, the day's sale (since 600 bbls. and 300 kegs to prime at 11c.@11½c. ⅌ lb. Beef is unchanged; 250 bbls. were purchased of during the day at $11 for Prime; $11 75@$12 for Country Mess; $15 75@$16 25 for repacked Mess, and $17 for extra, do., ⅌ bbl. Prime Mess Beef is in slack demand within a range of from $20@$22 ⅌ ⅌. Beef Hams remain inactive and languid, at from $18@$19 ⅌ bbl. Butter is in demand at 14c @17c. for Ohio; 17c. @21c. for ordinary to good State, and 21c.@25c. for choice do., ⅌ lb. Cheese is selling at from 8½c.@10c. ⅌ lb.

RICE—There were 70 tcs. disposed of at 4¾c.@5¼c. ⅌ lb. and 50 bags Carolina bought 10½c.@11c. ⅌ lb.

SUGARS—There have been sold 1,000 hhds. Cuba, &c., sold to day, at previous full quotations.

TALLOW—About 10,000 lbs. Prime changed hands at yesterday's figures.

TEAS—We annex a detailed report of this forenoon's auction sale, which was one of the most respectably attended and most animated of the season:

*By L. M. Hoffman & Co.*

Per ship *Contest*, &c. Terms—4 mos.

*Hyson*—24 half chests at 46½c.; 8 do. 41½c.; 118 do. 40½c.; 14 do. 34½c.; 15 do. 31c.; 20 do. 30½c.; 22 do. 27c.

*Young Hyson*—30 Half chests at 50c.; 14 do. 50½c.; 66 do. 50c.; 105 do. 49½c.; 225 do. 48c.; 64 do. 47½c.; 19 do. 45½c.; 50 do. 45c.; 170 do. 44c.; 256 do. 43c.; 66 do. 42½c.; 50 do. 41c.; 50 do. 40½c.; 

## INSTRUCTION.

BROOKLYN INSTITUTE—The Board of Trustees of the Brooklyn Institute, in the City of Brooklyn, have elected Mr. HAYWOOD, LL.D., late of the University of Rochester, President of the Institute.

It has been the aim of the Board of Trustees in the selection of the President, and will be their aim in the selection of the Professors, to secure to the citizens of Brooklyn the advantages of a first class Academy of Newyork, on the footing of the best Colleges of this State, and to offer to the Public a Corps of Instructors to be approved by the Board of Trustees.

The Board of Trustees is composed of the following gentlemen, to whom reference may be made by the Public: Hon. Hugh Maxwell, Hon. T. Thompson, Hon. J. Greenwood, Hon. J. Tallmadge, Hon. J. Vanderpoel, Hon. J. Greenwood, Jr., Hon. Charles Rich, Hon. Charles Doggett, Hon. J. Greenwood, Hon. Charles S. Baylis, J. F. Southmayd, J. S. Gallagher, Charles S. Ogden, J. F. Trotter, Jonathan Trotter, Charles Atwater, Charles E. Marvin, Joseph C. Low, Charles E. Marvin, A. S. Barnes, J. H. Harrington, J. H. FRITHINGHAM, President.

Joseph C. Low, Secretary.

UNIVERSITY OF THE CITY OF NEW-YORK.—THE DEPARTMENT OF SCIENCE AND THE ARTS will open on Tuesday, the 11th of October, at 9 A.M. Applicants will present themselves on Tuesday, the 9th, at 9 A. M., in the College rooms.

THE DEPARTMENT OF MEDICINE will open on the 15th October, and all Students will enroll themselves at the College, No. 19 Crosby-st.

THE DEPARTMENT OF CIVIL ENGINEERING will open on Tuesday, the 11th October. The exercises of this department will be held in the College Hall, and will every day, from 1 to 3 P. M.

DEPARTMENT OF ARTS OF DESIGN.—The Schools of Design will commence the session on Monday, the 1st of October, at the Studio of the President, No. 348 Broadway.

THE DEPARTMENT OF PRACTICAL CHEMISTRY will be open for the reception of students on the 11th Sept.

DEPARTMENT OF MODERN LANGUAGES.—Classes as well for beginners as for those who have made other college studies, and arrangements may be made for evening instruction.

THE GRAMMAR SCHOOL, Mr. Sotomayor, Rector, will be opened for scholars on Tuesday, the 11th September.

WM. EVERTS, Secretary. CHARLES AVERY, Chancellor.

NEW-YORK, August 1, 1855.

BLADENSBURG FEMALE SEMINARY, SCHOOL FOR YOUNG LADIES, Bladensburg, Maryland, Rev. J. N. BUTCHINGS and Mrs. BUTCHINGS, Principals. The Autumn Term of this School will commence on the second WEDNESDAY, in September. Parents desirous of the instruction of this Institution will please make application early. Circulars, containing full information, such as parents may desire to know, will be forwarded on application.

The Principal has secured the services of the English, Classical, and Mathematical department, $250 per annum. Pupils have the privilege of attending the Bladensburg Lectures of Yale College, and the services of the Professors. Modern languages taught by superior native masters.

REFERENCES.—Rev. Drs. Taylor and Bacon, and Prof. H. Fisher, Yale College; Rev. Dr. Bond, Rev. Mr. Kirk, Rev. Dr. Russell, Rev. Dr. Musgrave, Rev. Dr. Hallock, and Gerard Hallock, Esq., New-York; Rev. Dr. Cox, Owego, N. Y.; Hon. Frelinghuysen, Pres. Rutgers College, New-Brunswick, N. J.; Prof. Stowe, Andover, Mass.; Rev. S. Cooper, Rev. H. Westington, Rev. J. Wyman, Charles S. Baylis, J. F. Southmayd, S. Gallagher, J. T. Leader, George S. Burdett, Joseph C. Low, C. H. Harrington, Charles E. Marvin, A. S. Barnes, J. H. FRITHINGHAM, President.

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REFERENCES.—Rev. Drs. Taylor and Bacon, and Prof. H. Fisher, Yale College; Rev. Dr. Bond, Rev. Mr. Kirk, Rev. Dr. Russell, Rev. Dr. Musgrave, Rev. Dr. Hallock, and Gerard Hallock, Esq., New-York; Rev. Dr. Cox, Owego, N. Y.; Hon. Frelinghuysen, Pres. Rutgers College, New-Brunswick, N. J.; Prof. Stowe, Andover, Mass.; Rev. S. Cooper, Rev. H. Westington, Rev. J. Wyman, Charles S. Baylis, J. F. Southmayd, S. Gallagher, J. T. Leader, George S. Burdett, Joseph C. Low, C. H. Harrington, Charles E. Marvin, A. S. Barnes, J. H. FRITHINGHAM, President.

Joseph C. Low, Secretary.

UNIVERSITY OF THE CITY OF NEW-YORK.—THE DEPARTMENT OF SCIENCE AND THE ARTS will open on Tuesday, the 11th October, at 9 A.M. Applicants will present themselves on Tuesday, the 9th, at 9 A. M., in the College rooms.

THE DEPARTMENT OF MEDICINE will open on the 15th October, and all Students will enroll themselves at the College, No. 19 Crosby-st.

THE DEPARTMENT OF CIVIL ENGINEERING will open on Tuesday, the 11th October. The exercises of this department will be held in the College Hall, and will every day, from 1 to 3 P. M.

DEPARTMENT OF ARTS OF DESIGN.—The Schools of Design will commence the session on Monday, the 1st of October, at the Studio of the President, No. 348 Broadway.

THE DEPARTMENT OF PRACTICAL CHEMISTRY will be open for the reception of students on the 11th Sept.

DEPARTMENT OF MODERN LANGUAGES.—Classes as well for beginners as for those who have made other college studies, and arrangements may be made for evening instruction.

THE GRAMMAR SCHOOL, Mr. Sotomayor, Rector, will be opened for scholars on Tuesday, the 11th September.

WM. EVERTS, Secretary. CHARLES AVERY, Chancellor.

NEW-YORK, August 1, 1855.

BLADENSBURG FEMALE SEMINARY, SCHOOL FOR YOUNG LADIES, Bladensburg, Maryland, Rev. J. N. BUTCHINGS and Mrs. BUTCHINGS, Principals. The Autumn Term of this School will commence on the second WEDNESDAY, in September. Parents desirous of the instruction of this Institution will please make application early. Circulars, containing full information, such as parents may desire to know, will be forwarded on application.

The Principal has secured the services of the English, Classical, and Mathematical department, $250 per annum. Pupils have the privilege of attending the Bladensburg Lectures of Yale College, and the services of the Professors. Modern languages taught by superior native masters.

REFERENCES.—Rev. Drs. Taylor and Bacon, and Prof. H. Fisher, Yale College; Rev. Dr. Bond, Rev. Mr. Kirk, Rev. Dr. Russell, Rev. Dr. Musgrave, Rev. Dr. Hallock, and Gerard Hallock, Esq., New-York; Rev. Dr. Cox, Owego, N. Y.; Hon. Frelinghuysen, Pres. Rutgers College, New-Brunswick, N. J.; Prof. Stowe, Andover, Mass.; Rev. S. Cooper, Rev. H. Westington, Rev. J. Wyman, Charles S. Baylis, J. F. Southmayd, S. Gallagher, J. T. Leader, George S. Burdett, Joseph C. Low, C. H. Harrington, Charles E. Marvin, A. S. Barnes, J. H. FRITHINGHAM, President.

Joseph C. Low, Secretary.

## INSTRUCTION.

BROOKLYN FEMALE ACADEMY AND SCHOOL, Pierrepont-st., near Hicks-st., Brooklyn, Rev. JOHN W. HOWARD, A.M., Principal. Rev. Dr. DUTTON, Rev. Dr. D. WEWARD, Assistant Ministers. Rev. Dr. Cummings, Corresponding Secretary, Rev. Dr. Fall Term commences Sept. 3. The curriculum includes the most comprehensive and thorough course of instruction.

| | |
|---|---|
| Rev. W. H. Lewis, D.D. | Prof. O. D. Eaton. |
| Rev. S. C. Gayler, D.D. | Prof. A. Crittenden. |
| Rev. G. H. Cornelius, D.D. | Rev. Cornelius Brown. |
| Rev. E. H. Toof, | Dr. Ira Smith, Esq. |
| Rev. Daniel Wise, | Hon. Hamilton Harvey. |

MRS. MILLER'S SELECT BOARDING AND DAY SCHOOL FOR YOUNG LADIES—No. 371 East 27th-st., near Second-ave., New-York, will commence its Fall Term on Monday, Sept. 3, and continue four months. Pupils can be received at any time. Circulars can be had at the Bookstores, or at the School-house. Reference is kindly permitted to Rev. Dr. Cox, Rev. Dr. Ferris, Rev. Dr. Cummings, Rev. Dr. Adams, Rev. Dr. Tyng, Rev. Dr. Cox, Jr., Rev. Dr. Phillips, Rev. Dr. Ludlow, Rev. Dr. Bethune, Rev. Dr. Cuyler, Rev. Dr. Hutton

New-York Daily Times.

NEW-YORK, SATURDAY, SEPT. 1.

## Railroad Accidents.

We feel bound to call the attention of the Directors of the Camden and Amboy Railroad again to an opinion upon the public mind the lesson taught by every Railroad accident in this country, that while such accidents generally may be prevented by precautionary measures,—those measures must be provided and enforced by law. It is idle to talk of punishing the parties guilty of the negligence that causes the accident. It is idle to inflict fines upon stockholders,—to extract damages for personal injuries,—or to imprison conductors and engineers. All these measures of punishment may be deserved, and if deserved should be inflicted. They may satisfy the public sense of justice and add somewhat to the sense of responsibility, which should attend the discharge of all such important functions. But they have never yet prevented a single accident,—and they never will. At first sight it would seem that a Railroad Company would eagerly expend a hundred thousand dollars, to prevent a casualty which may cost them five times that sum. But, it must be remembered, the saving is contingent and doubtful, while the outlay is certain. The speculative spirit of our people,—though it will encounter any hazard for the sake of *making* money, does not prompt to equal venturing for the chance of *saving* it. They prefer to run the risk of *escaping* accident, with the money in their pockets, rather than spend the money to prevent what, in any event, may never occur. Experience shows conclusively that this is the case,—and that no instance can be placed on *penal*ty for accidents, as a means of securing the adoption of the means necessary to prevent them.

Much as it may contradict favorite notions of the proper province of Government, a *direct, vigilant and rigid supervision of Railroads by Law*, is the only means by which Railroad travel can be rendered safe. It will not do to leave them, as private interests are usually left, to take care of themselves. It will not do to permit Railroad managers to gamble thus with human life,—to stake the killing of so many men and the payment of so much damage, against the expenditure of a certain sum of money. Experience shows that, in all such cases, they will take the risk. They will not expend the money needed to make travel safe, so long as they are allowed to save it by simply assuming the risks of the venture. The Law must interfere for prevention, as well as for punishment. It must prescribe the measures essential to safety, and enforce their adoption from every railroad within its jurisdiction;—and it must appoint agents, charged with the duty of watching the trains, authorized to prescribe such regulations as safety may require, and clothed with full power to exact their full and complete enforcement.

The law already asserts and exercises the right thus to assume control of these great channels of public intercourse. It does already prescribe certain rules for their government. Even the law of New-Jersey, controlled as that State is by a Railroad Company, prescribes the rate at which trains shall traverse cities;—and in this State an excellent beginning towards a proper system of Railroad Legislation has been made, by the creation of a Commission, and the appointment of three Commissioners, charged with the entire supervision and control of all the Railroads within the State.

But we need further efforts in the same direction. The precautions which Railroads are required to adopt are not sufficient. Experience shows that they are not effective. They do not prevent accidents; nay, in spite of them all, the public is shocked every few weeks by such bloody and heart-rending catastrophes as that which now engages public attention. The law should prescribe other regulations for Railroad guidance; and two of the most obvious of these are suggested directly by the Burlington disaster. Upon every road where there is much traffic, *a double track* should be imperative; and every road *should be* fenced in from the adjoining fields, and from every common road by *gates*, attended day and night by men in the employ of the Railroad Company. The accident at Burlington could not have occurred if *either* of these precautions had been adopted. If there had been a double track, no danger of collision would have rendered it necessary for one train to run back. If gates had shut off the carriage road from the track, no carriage could have got in the way of the train. *Every* day's experience, upon nearly every road in the country, shows that there can be no such thing as safety in Railroad travel without the adoption of both these precautions. The dangers may be diminished by various devices. Signal men may warn trains of their danger, and an accurate time-table may render the chances of collision less. But the risks will still be far greater than the law should allow.

It is, of course, absurd to talk of *Law*, in connection with Railroad management in New-Jersey. That State knows no law but Railroads. She is so absolutely under the control of the Camden and Amboy Company, as are its engineers and brakemen. She makes such laws as that Company permits her to make,—and no others. And the Company itself is under the control of one or two of the richest, most heartless and most avaricious stockholders. Some months since a startling accident,—the collision of two trains running in opposite directions upon a single track,—suggested the importance of a double track. We have been told,—we know not whether on good authority,—that it was proposed in the Board of Directors to build a double track; but *the proposition was negatived by Commodore Stockton*. The Commodore is enormously rich: he owns a controlling share of the stock: he draws from it very large dividends:—he knows the dangers and risks of doing the business of that road on a sing'e track,—and yet he will not consent to the saving of human life at the expense of any part of his dividends. So long as the Camden and Amboy road is in such hands,—and so long as the State of New-Jersey is in the hands of the Camden and Amboy Road, it is idle to hope for any increase of safety in traveling across that State.

But the hints we throw out concerning Railroad management, and the necessity of direct and stringent legal supervision, may not be without effect upon other localities, in States not cursed by such an incubus as fetters the action and bribes the legislation of the State of New-Jersey.

## The News from Europe—Important Indications.

The newspaper mail by the *Canada* adds very little to the intelligence received from Halifax by telegraph. On another page will be found letters from our regular correspondents with such extracts as seem worthy of note.

The following, which we receive through private channels, contains indications of important movements in the immediate future. It comes from high authority and may be relied on:

PARIS, Friday, Aug. 17, 1856.

What I stated in my last letter to be Court rumors become more consistent every hour. The great attack upon Sebastopol is, I have good reason to believe, to take place upon the 20th, and by the time this reaches you it will have fallen, and with less loss than perhaps you imagine. Too much importance has been attached to the forts upon the Northern side of the harbor; they do not command the city as has been stated. It is a distance of two miles in an air line from the Malakoff across the bay to the Northern Star fort; but from the Malakoff, the Southern side could be laid in ruins in forty-eight hours. This post takes the second line of Russian defence in the flank, taking it in its entire length. There is no great excitement about the coming assault, but a quiet conviction that the city will fall.

You observe that all the past actions on the part of the Allies seemed to be undertaken with a view to making success a kind of basis upon which to treat for peace. This is not so now. France, that is, the Emperor, has resolved upon a war which *will reduce Russia to a second-rate power*, and the mediation of Austria will no longer serve although she offers the most abject terms on Russia's part.

The Army of the Danube is now concentrating on Marseilles and Toulon, at the rate of 2,000 to 4,000 men a day. This army headed by NAPOLEON in person, is destined for a campaign in Bessarabia next October. While marching upon Odessa, which city will be again attacked by sea by the Allied Fleets, he hopes to attack and engage whatever Russian force may be detailed to stop the advance of the Allies in the Crimea. The two armies—that of the Danube, and that in the Crimea—will winter on the ground, but not before Sebastopol.

The English are recalling all the Generals of Division, it is said, to allow the younger men a chance of winning their way up.

I suppose that you will receive with a smile of incredulity the announcement that *Sebastopol is taken*. Be sure that nothing short of a miracle can save it. During the embarkation of the troops at Varna, the Emperor designs to show himself in the Crimea. OMAR PACHA was recalled to Constantinople to advise upon the state of affairs at Kars; he declined the command of the Turkish army in Asia Minor, and pointed out Sir STEPHEN LAKEMAN, an English officer in the Sultan's service, as the most efficient commander. LAKEMAN is now in London. He has had an interview with Lord PANMURE, but there is some hitch. We hear that he stipulates for an English or French contingent.

Portugal is about to volunteer her share of troops for the war.

Austria begins to feel that she is in a false position, and her people begin to suspect that she is in a contemptible one.

You may be amused at the reliance I seem to place in the resolves of NAPOLEON, but you do not know the man. Ten years ago he was an adventurer, three years ago he was an Emperor, now he is the Destiny of Europe. England watches his nod; Spain, Portugal, Sardinia, Italy, Belgium, Sweden and Denmark wait in his ante-chamber; Austria crouches and Prussia hides away from him.

A story is going the rounds which marks the man. While conversing with the English Ambassador upon the *unsuccessful attack* upon the Malakoff, his Excellency observed that the English could not have held the Redan except at a loss of ten thousand men; NAPOLEON smiled and replied, "Your Excellency's calculation is rather that of a surgeon than that of a General."

I presume you are aware that the communication of the newspaper correspondents with the camps is entirely cut off. Even the intelligence which reaches the *Times* is mere conjecture, and very much which is conveyed to them of proposed attacks and movements is purposely falsified, that their reports may mislead the Russians. Matters published in London reached Sebastopol within 20 hours, through Prussian telegraphs to St. Petersburg, and thence by telegraph to Sebastopol. The fall of Sweaborg has not created any excitement, and the visit of VICTORIA will raise the funds more than the best news from the Crimea.

☞ A dispatch from Halifax informs us that, owing to some mismanagement in laying the Submarine cable between Newfoundland and Cape Breton, it was lost when the vessel was forty miles from Newfoundland. There is no intelligence of how it was lost.

## State Politics—The Soft-Shell Convention.

We complete this morning our report of the proceedings of the Administration Convention just held at Syracuse. It is a very curious and instructive record. Taken in connection with the proceedings of the Anti-Administration Convention held last week, it affords a very striking illustration of the political tendencies of the day.

The Softs were, from the outset, divided into two parties—the first consisting of the adherents of the Administration, the servitors of place and power, who were not only ready, but eager to sacrifice principle to pelf, and whose great aim, therefore, was to screen from censure the men in power who distribute office, and to ignore every topic likely to excite dissension;—and the second was made up of those relics of the old Free-Soil party of 1848, whom necessity, or strong natural bias, had driven into the ranks for the sake of office, and who yet had conscience enough left to resist being harnessed to the Pro-Slavery car. The former faction proposed to adopt a platform which should not refer at all to the repeal of the Missouri Compromise, the Nebraska bill, the invasion of Kansas, the removal of REEDER, or any of the questions and issues growing out of the aggressions of Slavery! The latter—feeling how utterly ruinous such a course would be to the party,—tried to escape the dilemma by referring to them without expressing any opinion concerning the repeal of the Missouri Compromise, which was at the bottom of the whole difficulty—*fons et origo malorum*. And the latter, after a sharp contest, carried the day.

The ticket nominated has only one noticeable feature about it:—with the exception of one of the Judges of the Court of Appeals, none of the Hard nominees have been adopted. Even Mr. GEORGE COLE, who advertised himself as a candidate for the Soft nomination, and who declined that of the Hards lest by accepting it he should lose the other, was passed over and has now lost both. The following are the tickets of the two factions,—the only State tickets yet in the field:

| | Softs. | Hards. |
|---|---|---|
| *Sec'y of State*, | Jared T. Hatch, | Aaron Ward, |
| *Comptroller*, | Samuel Stebbins, | Z. B. Mitchell, |
| *Treasurer*, | A. S. Thurston, | J. M. Lyons, |
| *Canal Com.*, | Curtis Hawley, | F. Follett, |
| *Att'y General*, | S. J. Tilden, | J. Sutherland, |
| *State Prisons In.*, | P. H. Agen, | Darius Clark, |
| *State Engineer*, | J. B. Jervis, | Geo. Cole, |
| *Judge, (long term)*, | S. L. Selden, | S. L. Seaton, |
| *" (short term)*, | John A. Lott, | John Willard, |

The Hard-Shells, Soft-Shells and Know-Nothings have laid down their platforms for the coming canvass:—and they all agree in this respect, that *they all attempt to evade and shirk the most important of all pending issues*:—the only one on which the popular mind is profoundly stirred. Not one of them takes ground against the high-handed usurpations, the outrageous breaches of faith, by which the slave-holding interest seeks the increase and perpetuation of its political power. Not one of them characterizes as it deserves the repeal of the Missouri Compromise, or proposes any action to save the Free States and the Union from the disastrous effects of that most wanton violation of justice and good faith. And yet no man who knows anything of public sentiment, can doubt, that this is precisely the issue which takes strongest hold of public sentiment, and upon which the coming contest will mainly turn.

It remains to be seen what success will attend this *endeavor, to make mere party* interests override the clear sentiments of the people, and stifle the public convictions upon one of the most important issues ever presented for popular action.

## The Kansas Legislature at Dinner.

The custom of feasting a Legislature for favors received or desired, is not confined to this locality. Legislative stomachs are about the same all the world over, and the knowing ones of Kansas have already learned what may be obtained by even a promise of a good dinner, whispered into the ears of their representatives.

On the 23d ult., Chief Justice LECOMPTE gave the bowie knife and revolver gentlemen from Missouri a glorious "fuck out" at the Shawnee Mission, as payment in full for the honor done him in locating the Capitol of Kansas at the town named after him. We have some curiosity concerning what meats these gentlemen feed upon; but on that point our report is meagre. "Toasted Judge LECOMPTE" is the only viand named. It was probably the most prominent dish, and the reporter did not deem the few barbecued Abolitionists, by which doubtless it was flanked, worthy of particular notice. While undergoing toasting, the heroic Judge is said to have ejaculated a determination to resist President PIERCE "to the death." Still more trouble for the Administration.

☞ The *Pennsylvanian* has discovered a new and astounding proof of PASSMORE WILLIAMSON'S *perjury*. He swore that the colored woman, JANE JOHNSON, was not under his *control, and that he could not, therefore*, produce her, even when ordered to do so by Judge KANE. The Judge decided that he was guilty of contempt, for not doing what he *couldn't do, when he ordered it*. *Day* before yesterday JANE JOHNSON came into court of her own accord and gave her testimony. Who *doubts now, exclaims the Pennsylvanian*, that WILLIAMSON'S oath that she was not under his control, was "rank and flat perjury"? That is an *argal* worthy of Dogberry.

## The Furey Investigation.

The FUREY investigation is likely to end in smoke. The evidence taken yesterday before the Committee was entirely of an explanatory character. A contractor and an ex-contractor were severally put upon the stand, but nothing material to the charge was elicited. Neither of them had ever paid any money to Mr. FUREY, or negotiated the payment of money to him, or know, *of their own knowledge*, of any money having been paid for the purpose of securing contracts. One of them heard that some back-handed work had been practiced in the case of Mr. FUR. The witness heard this from a Mr. MOULTON; but Mr. FUREY'S counsel protested against the admission of hearsay evidence, as opposed to all theories of law, and contrary to a majority of the Committee. The Committee resolve adjourn till such testimony, out of which nothing has yet come. A contemptuous witness, who preferred looking otter, his own business to be lolling around "in the Council Chamber, was deemed a fit object for attachment.

## Splendid Fashionable Entertainments at Newport.

### The Society, Amusements, &c., of the Season.

Special Correspondence of the N. Y. Daily Times.

NEWPORT, Wednesday, Aug. 29, 1856.

Private hospitalities afford a refreshing change from the hotel gayety, and the past week has been marked by several brilliant entertainments. These brought together the residents of Newport and the casual visitors, in a most agreeable manner, and revived the domestic charm that always gives peculiar attraction, at a watering place, to select reunions. The familiar scenes and faces incident to a New-York assembly here derive a novel charm from the climate and scenery, the one imparting a better stock of animal spirits for the occasion than can usually be realized in town, and the other yielding an effective background or surrounding to the elegancies of the drawing-room.

The two memorable entertainments were the evening party at the "Buena Vista," and the *Fête Champêtre* at the "Beach Clyffe." The Verandah at the former domain was enclosed with canvas, and thus made a cool and spacious promenade for those not disposed for quadrille and waltz. In the tempered light it was quite a study of the beautiful to watch the graceful forms of sweet countenances as they passed and repassed, like an animated gallery of female portraits, such as would throw the King of Bavaria's famous collection into the shade and make Sir PETER LELY mad with artistic *furor*.

The present mode of wearing the hair and the frequency of French costumes, reminded the Spectator of gems by ISABEY and LE BRUN. Indeed, one of the peculiar attractions of a Newport Summer, is the continual revival of the associations of travel, which blend so picturesquely with the native zest of home relations. It is pleasant to look from one's window in the morning, upon a bay that instantly carries the memory to Genoa and Sicily; to ride into the level country and behold old windmills stretching their broad arms against the horizon, as they do in the landscape of Holland; to meet at a *soirée* the identical *coiffeure* which adorns a lovely face on the walls of Hampton Court, and walk on a sward vivid with the cool tints of WATTEAU. I encountered the other afternoon, on the West road, exactly such a donkey-cart as may be seen emerging every day from the gates of Havre, and on the beach, one cavalier mounted on a Spanish saddle and another wrapped in a Mexican mantle.

The *fête* at "Beach Clyffe" was remarkably suggestive. The half-Elizabethan and half-chateau style of the mansion, erected on a lawn that slopes gradually to the sea, resembled the palatial fronts which serve as central objects in old French engravings; while, scattered over the grass, seated under trees, grouped around the portal and the windows, might be seen hundreds of elegantly dressed ladies. A thin veil of mist softened to a neutral tint the whole picture; the rich colors of festal robes attained new effect from the cool gray atmosphere; and when the eye embraced, at once, the house, the park, the sea and the living forms, they constituted a scene of the most varied yet harmonious festivity. Through the large and tastefully furnished rooms of the villa, wandered some—others paired off to a grove, and the majority clustered under a large tent, pitched midway between the mansion and the cliff side, whose smooth and broad floor quivered under the whirling feet of scores of waltzers. We doubt if any tented field can boast an equal aggregate of beauty and genius with that which at one moment of the *fête*, was canopied by that wide dome. There was the calm high brow of EVERETT, the earnest, kindly eye of LONGFELLOW, the keen gaze of BANCROFT, allured from the dry herbal of the past by the living flowers of the present; there was the genial smile of the Howadji, the Yendajkish head of CALVERT, the alert figure of DUYKINCK, moving about as if conscious of recent escape from Cyclopedian toil, and the artist-face of LAURENCE lit up with the relish of a grand physiognomical *feast*; there were lovely girls and fair widows, and sober matrons—the witty and the pensive, the recognized belle and the modest beauty, cherished by the few who know and prize the graces that shrink from notice; there was the fast girl, the coquette, the happy *fiancée* and the flirt, and the old school lady; the miss in her teens and the maiden in her prime. As a whole, it was a scene which one of the old jolly Dutch or gay French painters would have delighted to sketch; and in its details and episodes would have ravished LEIGH HUNT, by affording so many examples of what he calls the most charming thing on earth—"a lovely woman in a *rural spot*." The substantial *agrémens* of the occasion were not inferior to the poetical. Epicures declared the wood-cock pie and *pate de fois gras* unrivaled, and ladies pronounced the grapes delicious and the ices worthy of TORTONI.

The great drawback to out-of door enjoyment here is the dust; the incessant movement of vehicles, the prevalence of high winds, and the rapidity with which the roads are dried after a *rain, make this nuisance almost perpetual*; it is somewhat abated on the main thoroughfare by a daily sprinkling from water-carts, but the remedy is partial and temporary, so that to enjoy a walk, there is no alternative but to dismount at the cliffs, and improve the admirable promenade there available. Another and serious annoyance is the reckless driving; the streets of the town and many of the principal roads are quite narrow; and in vulgar ambition to pass a *carriage or turn a short* corner with a flourish, light wagons are often capsized to the imminent peril of their occupants. We miss, also, the police regulations of the metropolis, in the want of order with which carriages approach and depart on occasions of public or private entertainment *and the dire confusion at the steamboat* landings. The daily escape of pickpockets and the impunity with which rowdies disturb peaceable citizens indicate a signal want of efficiency in the Newport municipal authorities. It is also a crying *evil here that little dependence can be placed on* the Post Office: periodicals and books transmitted by mail to Newport are rarely forthcoming. Complaints seem vain.

There is but a slight perceptible ebb in the tide *of travel in this direction, as yet, although the first* autumnal breeze will doubtless scatter the crowd, of which Newport is, at this moment, the nucleus, to their respective homes. Two more bishops, HOPKINS, of Vermont, and LEE, of Iowa, have *lately swelled our clerical phalanx*; that fine specimen of an old school Virginia gentleman, Col. GAMBLE, is here, so is the alleged Hindoo-American, DANIEL ULMANN; JOHN JAY, Esq., of your city; Professor BOLTER and his bride, etc. The boatmen here appropriated one day's fare to the Norfolk sufferers; we have had a *soirée dansante* for the benefit of the Germaniens, a matinée for waltzing, and numerous evening parties at the cottages; Madame LAGRANGE gave a concert on Tuesday, assisted by BRIGNOLI, AMODIO, etc., and the Black Swan given another, and the last of the kind, we hope is announced.

☞ RICHARD SEARSON, Pittsburg, Penn., is agent for the DAILY TIMES. Single copies can be procured on application to him.

## Musical.

"Nilsson Concerts.—Madame PARODI'S concert Chicago last evening included another admirable performance. In every respect it was a more remarkable effort than the preceding one, although that was more than sufficient to satisfy a critical audience. Mr. STRAKOSCH possesses the happy faculty of making a popular and at the same time good programme. There is a little something for all tastes, and it is hard, indeed, if every one does not go AWAY content.

"The opening piece was a superb fantasia upon the piano-forte, composed and performed by Mr. STRAKOSCH. It is called "Musical Rebuke," and is exclusively diffuse certain of the author's brilliant and dazzling peculiarities of style. The performance was finished and admirable in every respect. A gallop, called the "Young America," illustrated Mr. STRAKOSCH'S Terpsichorean capabilities. The amount of dance music which Mr. STRAKOSCH has in his nature is something refreshing in these dull times. Mr. ARTOMEDI was the other instrumentalist of the evening. This admirable performer improves on every hearing, and bids fair to become the lion of the Concert season. He was encored in both pieces last night. The grand fantasia from "Moise" struck me as being the most artistic of his two efforts.

M'lle PARODI was in excellent voice, and sang as well as we ever remember to have heard her sing. HANDEL'S aria, "With verdure clad," was gently and impressively vocalized, in spite of an evident difficulty with the language. We observe with pleasure that there is a bold effort to adapt the vernacular at these concerts, and, in view of this, any little deficiency in exact pronunciation may well be overlooked. Miss STRAKOSCH has little to excuse in this respect. A duet by WALLACE, in which both ladies sang, was the novelty of the evening. It enjoys the title of "Love's Approach," and abounds in all those agreeable diffusions which are supposed to lie in the path of the young lyrist. This duet was written for, and sung at, the Birmingham Festival, five years ago, by those distinguished vocalists the Misses WILLIAMS. It requires much flexibility of execution and artistic delicacy, as indeed do most of the author's works.

The performance last evening was altogether satisfactory, except the tempo, which was a little too slow. It obtained a hearty *encore*. The other items of the programme were ably rendered by M'lle PARODI, Miss STRAKOSCH and Sig. BERNARDO.

These entertainments are get up with a great deal of care, and deserve all the patronage they receive. There will, we learn, be another Concert next week.

METROPOLITAN THEATRE.—Mr. HACKETT'S benefit came off last evening at the Metropolitan Theatre, terminating his brief campaign at that handsome establishment. We learn, however, that Mr. HACKETT holds the lease for several years, and as he is now about leaving for Europe, we conclude that there is a distant prospect of his going into the managerial line on his return, with vigor and enterprise. There is probably not another man in America who could so speedily command the sympathies of a New-York audience, or so quickly achieve a leading position in management. Not only his own brilliant talents, but the skill and experience of years, point to Mr. HACKETT as the right man for presiding over the destinies of a large and handsome theatre.

# LATEST INTELLIGENCE

## By Telegraph to the New-York Daily Times.

### From Washington.

WASHINGTON, Friday, Aug. 31.

WILLIAM M. BURWELL and JOHN W. DETCH have bargained for the entire ownership of the American Organ in this city, which is held at $15,000.

The entire number of applications under the Bounty Land Law of March last, up to the present time, is 260,800, of which 10,709 were filed in August. During the same month 9,708 warrants were issued. The entire number issued is now 24,000.

The amount of money in the public Treasury, subject to draft, is $19,918,019.

Government has advices which state that no fever exists aboard the frigate *St. Lawrence*, at Norfolk, as previously reported.

### Loss of the Submarine Cable for Connecting Newfoundland and Nova Scotia.

HALIFAX, Friday, Aug. 31.

A dispatch just received in this City from Sydney states that, owing to some mismanagement in the laying of the submarine cable between Newfoundland and Cape Breton, when forty miles out from the Newfoundland coast, the cable was lost. The vessels had been engaged two days in laying the cable when the accident happened. The dispatch does not inform us in what manner the loss was occasioned; and it was also silent as to the probability of recovering the cable. The Company are understood to have had an insurance on the cable to the extent of $70,000.

### The Recent Departure of a Slaver from Boston.

BOSTON, Friday, Aug. 31.

JAMES E. SIMPSON, a merchant of this city, has been arrested, charged with fitting out the schooner *Mary E. Smith* for the African Slave trade. JACOB E. LUNT, one of our harbor pilots who took the *Mary E. Smith* to sea, carrying off the U. S. Marshals who had boarded her for the purpose of serving process on the officers, has also been arrested on a charge of obstructing the said officers in their duty.

### News from the Plains—Death of Lieut. Gov. Brown, at Missouri.

ST. LOUIS, Friday, Aug. 31.

WILSON BROWN, Lieutenant Governor of Missouri, died on the 27th inst.

We have news from Fort Pierce to the 15th inst. The health of the troops continued good. The Indians were quiet. Lieut. WARREN and Topographical Engineer Mr. CARRE had gone to Fort Kearney to survey a road for connecting Forts Pierce and Lamaie.

### Yellow Fever in Virginia.

BALTIMORE, Friday, Aug. 31.

*Norfolk letters to last evening report the fever as* bad as ever. Among the new cases were Lieut. RICHARD L. PAGE, Lieut. JAMES HENDERSON, Mrs. TAZEWELL, and two Philadelphia physicians—one of them Dr. McFADDEN. The wife of Commodore WHITTLE is dead. Dr. CONSTABLE was in a dying state. The new cases are generally of a milder type. The deaths in the two cities during the 24 hours ending at noon yesterday, reached about 25.

### From Fort Riley.

BALTIMORE, Friday, Aug. 31.

A letter, dated Fort Riley, Aug. 21, received in this city, states that Dr. SIKES had recovered from his recent illness. Cholera still prevailed there, but was more manageable.

### Know-Nothing Rejoicings.

OWEGO, Friday, Aug. 31.

The American party made an imposing demonstration here last evening. The meeting was addressed by Gen. SCROGGS, C. C. BURR, Mr. CROOKS of Livingston, Mr. SAMMONS of Montgomery, and J. T. HEADLEY. The meeting continued till a late hour and accepted the new Platform of the party, with much apparent enthusiasm.

### From Kansas—Legislative Conviviality.

CHICAGO, Friday, Aug. 31.

*Chief-Justice LECOMPTE gave a dinner at Shawnee* Mission on the 23d inst. to the Kansas Legislature, for the honor done him in locating the Capital at the town named after him. Judge ELMORE was present, and was toasted enthusiastically. He announced his determination to resist President PIERCE'S usurpation of power.

### Wisconsin Democratic State Convention.

MADISON, Thursday, Aug. 30.

The Wisconsin Democratic State Convention to-day nominated Governor BARSTOW for reelection by 168 votes out of 266.

### Navigation at Wheeling.

WHEELING, Thursday, Aug. 30.

*There is seven feet of water in the channel, and* freights are low and boats plenty.

BUSINESS NOTICES.

MLLE RACHEL'S FIRST APPEARANCE AT THE Metropolitan Theatre, Astor-place, (opposite Lafayette), New-York, have captured at the Magnificent Establishment, Velvet, Tapestry, and Brussels Carpets, received per steamship Pacific, said remarkably low of the Great Carpet Establishment of HIRAM ANDERSON, No. 59 Bowery.

SANTA WILL WE PRESUME, CLAIM A CONsiderable part of the attention of the lad and gay on this community to-day. His full cycle of toys is admirable, his assortment of caps far unparalleled, and his prices contemptible. Gentlemen could rip or down, (as the case requires it,) to No. 166 Canal-st.

FALL STYLE FOR 1856 NOW READY.—WEST Moleskin Cloth, the only article that people HAVE NOT paid at wholesale price, is at the NEW HAT COMPANY, Nos. 128 and 130 Nassau-st.

WEBER & CO., NO. 136 BROADWAY.—FALL FASHIONS for gentlemen's hats and caps. Their assortment is complete.

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CARPETINGS FOR FALL TRADE, 1856.—SMITH & LOUDERBACK, No. 422 Broadway, near Grand-st., have just received per late arrivals, several cases Brussels, Tapestry and Ingrain Carpetings, which, for elegance of design and richness of color, are unsurpassed, and they are now offering, together with a large and select stock of 20 other goods connected with the carpet trade, at great bargains.

EVATT'S LIFE BALSAM.—RHEUMATISM IN ITS most painful forms; also, scrofula, old sores, and the worst cases of disease of the blood, nervous debility, liver complaint, kidneys, incipient consumption, &c., are speedily and permanently cured by this invaluable medicine. Prepared only by EVATT, Druggist, No. 103 Grand-st. Is cents per bottle.

SEPTEMBER, 1856.—OPENING OF THE FALL CARpetings at EVANS, CLAPHINGS & CO.'S, Nos. 69 and 71 Fulton-st. One full stock of Fashionable Early Styles Cloths is now ready and will THIS DAY be displayed on the counters. Strangers and citizens in general are invited to call.

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## RELIGIOUS NOTICES.

[illegible]

## WANTED.

[illegible]

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| Jurgensen Watches, from | $100 to $150 |
| ROBERT BOSKELL WATCHES, from | 150 to 175 |
| INDEPENDENT WATCHES, from | 100 to 125 |
| POCKET CHRONOMETERS, from | 100 to 125 |
| HANDSOME DIAMOND HANDS, from | 25 to 150 |
| MAGIC WATCHES, from | 10 to 25 |
| HUNTING LEVERS for LADIES | 50 to 75 |

We have so many of the different kinds of JEWELRY, we can not enumerate them. Call and examine.
The Cases of the above Gold Watches are 18 carats fine.

| JEWELRY. | |
|---|---|
| FLORENTINE MOSAIC PINS, from | $12 to $50 |
| FLORENTINE MOSAIC EAR RINGS, from | 12 to 25 |
| FLORENTINE MOSAIC BRACELETS, from | 20 to 50 |
| ROMAN MOSAIC PINS, from | 5 to 25 |
| ROMAN MOSAIC EAR-RINGS, from | 5 to 25 |
| ROMAN MOSAIC BRACELETS, from | 5 to 25 |

All kinds of Jewelry, including Diamonds, Pearls, and numerous in name.
SQUIER, LANDER & CO.
No. 91 Fulton-st., N. Y.

FRENCH MECHANICAL LAMPS, CARCELS AND MODERATORS.—Just received, a new invoice of these wonderful lamps. Also, a great variety of French fancy articles. Burning oil always as bright as gilt, never smokes, never gets out of order, and lasts a lifetime. Lamps cleaned and repaired. Call and examine.
H. DARDONVILLE, No. 60 Broadway.

## DRY GOODS.

BOURNES, FLOWERS AND CHEVERUS.
FALL STYLES.
IDE, FELT & HALL,
Nos. 3 AND 11 PARK PLACE,
Have newly store, and are constantly receiving, both from abroad and of their own importation, a beautiful and extensive stock of the above goods, the most unique and fashionable styles extant.
STRAW BONNETS in great variety. Also, desirable styles in colored straw.
SILK SATIN, and VELVET BONNETS of original and approved patterns, and of all shades. Also, BEAVER, FELT and SHAKER BONNETS.
PATTERN BONNETS, for Milliners. Original styles.
STRAW LACES and TRIMMINGS, of the most beautiful Designs and desirable Colors.
FLOWERS and FEATHERS of every description, comprising Spring, Bunches, Wreaths, Fancies, Tuftes, &c., &c. (In the choice colors.)
In the selection of the above stock, great care and attention has been bestowed, and we are persuaded that both in Styles and Prices it will meet the approbation of each as will give it an examination. IDE, FELT & HALL,
Nos. 9 and 11 Park-place, New-York.
P. S.—Pattern Bonnets will be forwarded to Milliners in all sections of the country. Orders by letter promptly attended to.

FALL DRESS GOODS.
UNDELL, FIERSON AND LAKE
Would respectfully inform their customers and transient visitors from other States, that they will open this morning an elegant assortment of
RICH DRESS GOODS,
DESIGNED FOR FALL TRADE,
Consisting of
FLOUNCED SILK ROBES,
BROCADE, STRIPED AND PLAID SILKS, by the yard.
SHAWLS, CREMERIES AND BELAINES.
PLAID GOODS OF EVERY DESCRIPTION.
FRENCH MERINOES, VELVETS, CALICOES, &c.
UNDELL, FIERSON & LAKE, No. 471 Broadway.

SILKS! SILKS!!
BOWEN, McNAMEE & CO.,
NEW-YORK,
Invite the attention of Merchants generally to their EXTENSIVE STOCK of rich SILK and FANCY GOODS, adapted to the FALL TRADE, embracing the newest and most desirable styles, imported this Season. Particular attention is requested to their UNSURPASSED VARIETY of DRESS FABRICS, ordered expressly for their very best City and Interior trade. It is believed that no Silk Importing and Jobbing House in the country can offer superior inducements. Now in store, a full assortment of Silks, Merinoes, Muslin de Laines, Ribbons, Shawls, Laces, Embroidery, White Goods, Dress Trimmings, and every other description of merchandise usually kept in a Silk House.

UPHOLSTERY GOODS,
WHOLESALE.
GREENBERRY, LAUGHER & CO.,
No. 28 Vesey-st., New-York,
IMPORTERS
and agents to JAMES HOULDSWORTH & CO., Manufacturers of SILK LAMPAS, BROCATELLES, CUIPERETTES, TAFFIRETTES, SATINS, TERRES, REPS, SILK BORDERINGS FOR CURTAINS, PIANO COVERS, &c.
Patent Machine Embroideries for Curtains and Wall Decorations, on Satin, Damask, Reps, &c., in borders, and all over Diaper figures. Also, for chair and sofa covers, cushions, vallences, &c.

CASH PURCHASERS OF
PARIS HEATHERS,
FRENCH FLOWERS, and
STRAW GOODS,
Will do well to examine our stock of Goods, of our own recent importation, and which we offer for CASH at a great discount from time prices.
At No. 64 and 66 John-st., new Williams, New-York.
HOMES & KETCHUM.

FALL BONNETS
RECEIVED DIRECT FROM PARIS by every Steamer, and also of our own manufacture.
Country Milliners and others are respectfully invited to call and examine the RICHEST AND NEWEST STYLES for the Season.
MANUV'S, No. 488 Broadway,
near St. Nicholas Hotel.

MOIRE ANTIQUE SILKS.
500 PIECES OF THE RICHEST QUALITY,
Manufactured of every shade of color, very cheap, will be opened THIS MORNING, and cut in any lengths to suit purchasers.
UNDELL, FIERSON & LAKE,
No. 471 Broadway.

1855—FALL IMPORTATIONS—1855.
TULLER, HART & McCORKLE,
Late
TULLER, HUTCHINS & LASHER,
IMPORTERS AND WHOLESALE DEALERS,
No. 91 LIBERTY-ST.,
Have now on hand a very large stock of
SILK AND FANCY DRY GOODS,
embracing full lines of all the newest Paris styles of Silks and other fabrics, adapted to the Fall trade. Our stock, in point of quality, style and price, cannot be surpassed. The Trade from all sections of the Union are invited to examine our goods before making their selections.

NEW FALL DRY GOODS.
FROM AUCTION AND IMPORTATION.
400 pieces English Merino, in 6d. and 2s. 6d. per yard.
300 pieces Black Alpaca, in 2s. and in 3d. per yard.
200 pieces Irish watered Poplin, 4s. 6d. per yard.
200 pieces Gro de Afrique silk, 3s. per yard.
100 pieces best black Silk Poplin, 3s. and 3s. per yard.
300 pieces yard wide French Calico, new styles, only in 6d.
150 pieces English Calico, new styles, in per yard.
OLIVER MOWBRAY, No. 359 Grand-st., corner Forsyth, and No. 447 6th-av., between 22d and 23th sts.

RICHARDSON'S
IRISH LINENS, DAMASKS, &c.
The public will please bear in mind that the genuine goods are always sold with the full signature of the firm, viz.:
J. BULLOCKE & J. B. LOCKE, Agents,
No. 26 Pine-st., New-York.

FASHIONABLE FALL MILLINERY.
WE WOULD CALL THE PARTICULAR ATTENTION of Ladies resident, and visitors to New-York, to the largest and choicest assortment of Dark Drawn and Neapolitan Bonnets ever opened in this City. Now ready for inspection at
CARTER'S EMPORIUM OF FASHIONS,
No. 350 Broadway, opposite Metropolitan Hotel.

TWO CASES OF ALL WOOL
FRENCH DE LAINES,
Very rich the patterns will be opened this morning,
UNDELL, FIERSON & LAKE,
No. 471 Broadway.

BRODIE'S FALL CLOAKS.
GEORGE BRODIE, Nos. 51 Canal and 63 Ludgate sts., has now in store a comprehensive assortment of novelties in velvet, cloth and Moire antique cloaks and mantillas, to which he invites the inspection of wholesale cash and short time buyers.

CARGILL'S PATENT PORTABLE SELF-ADJUSTING
MOSQUITO BARS,
No. 182 FULTON-ST., UP STAIRS.

A COMPLETE ASSORTMENT OF GENTLEMEN'S FURNISHING GOODS—Consisting of Under Garments Shirts, Collars, Cravats, Handkerchiefs, Gloves, Hosiery, Robes de Chambres, Traveling Shawls, &c., can always be found at GENIN'S Bazaar, No. 513 Broadway, at lower prices than at any other establishment in the City.

NEW FALL DRY GOODS.—GEORGE KEYES, No. 365 6th-av., has just received his first importation of Dry Goods adapted to the Fall Trade, consisting of new and beautiful designs of Moire Antique Silks, Garments, Delaines, and Shawls. French Merinoes and Paramatas, in every shade. Also, Carpets, Oilcloths, Window Shades, &c.

WHITE HANDS.—India Rubber Gloves are unequaled for protecting the hands in all work, bleaching them white. They will also cure salt-rheum and chapped hands. With driving gloves, and tanners' mittens, they are unequaled. Sold by the pair or dozen. The trade only supplied at No. 32 John-st., up stairs.

GRAND OPENING—BRILLIANT DISPLAY AND EXTENSIVE VARIETY.—Mrs. DEWORSKY'S opening day of new and elegant designs for Fall and Winter fashions, SATURDAY, Sept. 1. No. 370 Broadway.

## FURS.

FURS.—J. H. HARLEY, No. 34 John-st., Manufacturer and Manufacturer of Furs and Fashionable Fur Ladies' wear.
Brothers and Western customers will please remember his Furs and Bonnets are always in fashion. Every article he offers, suitable for their trade. His large experience for the purpose enables him to sell more fur articles for the money than any other house.
His assortment comprises Cape, Mantillas, Victorines, Muffs and Cuffs of every description of Fur, Mink, Sable and Sable Bonnets, Fur Mats, Robes and Fur Gloves. No. 34 John-st., one door from Nassau-st.

STATEN ISLAND
NANCE DYING ESTABLISHMENT,
(STATION NO. 2 JOHN-ST.)
(TWO DOORS FROM BROADWAY.)
SOLICITS ORDERS for dying mattresses, permanting, blanket, and silk, woolen and fancy goods of every description.
Satin and taffeta ribbons, gimps, fringes, cordings and other trimmings, dyed and refinished with great neatness.
BARRETT, NEPHEWS & CO.
NO. 2 JOHN-ST., NEW-YORK,
Two doors from Broadway.

TAN, PIMPLES, FRECKLES, SUN-BURN, ERUPTIONS, SALLOW SKIN, and other blemishes cured by GOURAUD'S ITALIAN MEDICATED BEAUTIFIER SUBTILE, removes tan, from any part of the body, ROSE, LILY WHITE, BLOOM OF YOUTH, and HISTORICAL TEXT, at the old depot, No. 67 Walker-st. Any score from Broadway. Mrs. HARRIS, Brooklyn, CALLENDER, No. 1 Astor-place, Boston, PERKINS & BAYNE, No. 110 Washington-st., Boston.

WHISKERS OR MUSTACHES—Produced in six weeks by using MERIDA'S CELEBRATED OIL, which will cure in the 24 h. Sold by all druggists, and by any part of the country. H. G. GRAHAM, No. 416 Broadway; SPALDING, No. 48 Hanover-row; BRIGGS, No. 32 Cortlandt-st.; ALLEN, No. 192 Fulton-st., Brooklyn; FIRMAN, No. 34 Smith St., Philadelphia.

THE BREAKFAST AND GREENWICH LIBRARY
Cedar-st.—Membership, $5 per year, with the Times Free but Cedar-st.—Membership, $5 per year, with the Times Free but one dollar, and the Library, and Reading Room is open from 7 A. M. to 10 P. M. Also, a great variety of Periodicals, and a variety of Books, Magazines and Papers.
Office hours from 7 A. M. to 10 P. M.
RICHARD BURLEW, President.
J. C. Warner, Recording Secretary.

## AMUSEMENTS.

MADAME THERESA PARSONS'S THIRD AND LAST CONCERT.
MADAME THERESA PARSONS begs leave to announce that she will
THIRD GRAND CONCERT
will take place on WEDNESDAY EVENING, Sept. 5, at
NIBLO'S SALOON.
On which occasion the following will be assisted by Miss ADELINA PATTI (Paris Opera, the Queen of Song), Signor BERNARD, the celebrated Tenor, Mr APPOLHAN, the celebrated Harpist, JULIUS RIES, the celebrated Violinist, MAURICE STRAKOSCH, Director and Conductor.
Prices of admission, full price of tickets, $1. For Programmes and particulars see future advertisements.

NIBLO'S GARDEN.
SATURDAY, SEPT. 1, AND
COMPLIMENTARY BENEFIT TO MRS. GRIMES.
On which occasion the following Ladies and Gentlemen have kindly tendered their valuable services:
Miss LOUISA PYNE,
Mrs. BARNEY WILLIAMS,
Mr. BARNEY WILLIAMS,
Mr. W. HARRISON,
Mlle. CELESTINE FRANCK and Mr. COLLINS,
(By permission of Grand Parent.)
Miss STEPHENS, Mesdms. WINTON and GREENWOOD.
Order of Performance, the Popular
IN AND OUT OF PLACE
Performances will be given with the Free Act of
Mr. and Mrs. BARNEY WILLIAMS, dancing,
Mrs. WILLIAMS will sing the Comic Song of Yankee Land of Bobbins Around.
Mr. BARNEY WILLIAMS, the Comic Song of
LOT HERE THE QUEEN OF CLUBS!
Characters by Mrs. Barney Williams, Mrs. Sanderson, Messrs. Winton and Brandon.
Balfe's Ballad of WE MAY BE HAPPY YET,
By Mr. HARRISON.
PAS DE DEUX,
By Mlle. CELESTINE FRANCK and Mr. COLLINS.
Performances on the Corde Elastique, by HERR ULRICH.
Concluding with the Free Act of
IRISH ASSURANCE AND YANKEE IMPUDENCE.
Characters by Mr. and Mrs. Barney Williams.
MONDAY—PYNE AND HARRISON COMPANY in Grand Opera.
Tickets, Boxes, Parquette Circle, Dress Circle, Gallery, Private Boxes, Orchestra Stalls

## AUCTION SALES.

CROCKERY, CUTLERY, ORNAMENTAL ARTICLES.—AUCTION NOTICE.—J. J. WALDRON, Auctioneer, will sell by their order, THIS DAY, at 10 o'clock, at the Exchange, No. 21 Pearl-st., by order of Messrs. Dunham, Ward & Co., of New-York, Crockery and Glassware, consisting of the following, viz: Cases and Crates, Ware, Cutlery, Ornaments, etc. Catalogues ready on Monday. Goods open at the sale day of shipping.

A. M. CRISTALDI, Auctioneer, No. 22 Beaver-st.

WILL SELL, ON MONDAY, Sept. 14, at 10 o'clock, a fine entire stock of a military and mantilla store, consisting in part of a large lot of silk and worsted braids and trimmings, lace veils, lama gloves, Hungarian cambric, Thibet, Roy Roy and other shawls, laces, lot of ribbons, etc. Also, a few elegant, fine horses of rare beauty, of various styles and colors.

CINCINNATI.—SEWSON & HOLMES, Auctioneers and stock brokers, have regular sales of stocks, bonds and other securities, every WEDNESDAY and SATURDAY, at noon, at the Merchants' Exchange, and every evening, SPECIAL SALES, on MONDAY, TUESDAY, THURSDAY and FRIDAY. Office, Rice Block, 84 Walnut-st., where they offer, at private sale, a large variety of State, County, City and Railroad Bonds and Stocks, Negotiable Loans, Notes, Bills of Exchange, and Cincinnati Dividend Legends, Debts, &c. Reference—Ohio Life Insurance and Trust Company, New-York.

THE UNDERSIGNED WILL SELL AT PUBLIC AUCTION, on the 23d day, at noon, and 4 o'clock P. M., that favorite hotel stand at Brewster's Point, Kingston, at the head of Bantam Bay; about eight acres of land with house, barn, stable, bathing house, &c. The whole or part will be sold to suit the purchaser; terms easy. Inquire on the premises. ISADORE VALLIER.

## FINANCIAL.

BROWN, BROTHERS & CO.
No. 59 WALL-ST.
ISSUE CREDITS FOR TRAVELERS,
available in any part of the world.

NOTICE.—The subscriptions to the Capital Stock of the GREAT WESTERN INSURANCE COMPANY are payable at the office of the Company, No. 23 Pine-st., Great Western Buildings, on the 21st of September next. Each of the subscribers as prefer may pay by instalments of 20 per cent on the 21, 30 per cent on the 17th and 30 per cent on the 24th of September next. By order of the Board of Directors. DOUGLAS ROBINSON, Secretary.

MESSRS. DUNCAN, SHERMAN & CO., Bankers, No. 48 William-st., New-York, issue FOREIGN CIRCULAR LETTERS OF CREDIT on the following Cities:

| | | | |
|---|---|---|---|
| Amsterdam, | Constantinople, | Lisbon, | Rome, |
| Antwerp, | Calcutta, | Madrid, | Rotterdam, |
| Athens, | Canton, | Malaga, | Seville, |
| Alexandria, | Cadiz, | Marseilles, | Rio de Janeiro, |
| Bombay, | Copenhagen, | Milan, | St. Petersburg, |
| Berlin, Baden, | Dublin, | Moscow, | Stockholm, |
| Bonn, | Florence, | Munich, | Rome, |
| Cologne, | Frankfort, | Messina, | Smyrna, |
| Constanz, | Genoa, | Naples, | Trieste, |
| Bordeaux, | Geneva, | Nantes, | Sicilia, |
| Brussels, | Hamburg, | Malta, | Shanghai, |
| Barcelona, | Havre, | Madrid, | Singapore, |
| Madrid Lisbon, | Hague, | Modena, | Sydney, N.S.W |
| Bremen, | Leipsic, | Palermo, | Turin, |
| Bombay, | Leghorn, | Aix, | Venice, |
| Batavia, | Hong Kong, | Naples, | Trieste, |
| Beyrout, | Lima, Ceylon, | Rio, | Venice, |
| Cairo, | Liverpool, | Oporto, | Verona, |
| Chihuahua, | Lyons, | Pesth, | Vienna, |
| Cologne, | Leghorn, | Paris, | Wiesbaden, |
| Cadiz, | Lisbon, | Pau, | Warsaw, |
| Canton, Can. | Lyons, | Palermo, | Zurich. |

ALSO, CREDITS FOR INDIA AND CHINA ON THE ORIENTAL BANK CORPORATION OF LONDON, Branches and Agencies at

| | | |
|---|---|---|
| Canton, | Shanghai, | Calcutta, |
| Hong Kong, | Bombay, | Madras. |
| Singapore, | | |

CREDITS FOR AUSTRALIA ON THE BANK OF NEW SOUTH WALES OF LONDON:

Branches and Agencies at
Maitland and Newcastle ..... Hunter River.
Brisbane and Darling ..... Moreton Bay.
Victoria Branches:
Melbourne, Geelong, Sydney, Kyneton, Castlemaine ..... Mount Alexander, Ballarat, Sandhurst ..... Bendigo.
Queen Agency.

COUNTY BONDS FOR SALE.—Proposals will be received, addressed to the subscribers, at the office of C. B. MILLER & CO., Auctioneers, No. 199 Broadway, New-York, until the 20th day of September, for the purchase of the whole or part of the Bonds of the six Counties of Canton, Bonds of Davidson County, State of Tennessee. Proposals may be for cash, or for 20 per cent cash, and balance in monthly instalments of five or ten per cent.

These Bonds are issued to the Nashville and Northwestern Railroad Company in conformity to a special act of the Legislature, which act provides for the assessment and collection of a special tax for payment of interest, and to create a sinking fund for their final payment. The tax for the current year is now being collected.

These bonds offer superior inducements to capitalists. The County, embracing the City of Nashville, is the wealthiest in the State—the taxable property amounting to twenty-one millions dollars, and the system of Railroads now being constructed will, when completed, increase that amount largely.

A very further information may be obtained by applying at the office of C. B. MILLER & CO., No. 199 Broadway; or, by addressing the subscribers, at Nashville, Tenn.

W. B. CAMPBELL, JAMES A. WEST,
General Contractors Nashville and Northwestern Railroad.

ON SALE.
CITY OF CLEVELAND 7 per cent. Bonds, (Water Loan.
CITY OF DETROIT 7 per cent. Bonds, (Water Loan.)
CITY OF CINCINNATI 6 per cent. Bonds.
CITY OF CHICAGO 8 per cent Bonds.
CITY OF MILWAUKEE 7 per cent. Bonds.
CITY OF BADEN (PRUSSIA) 7 per cent. Bonds, by
DUNCAN, SHERMAN & CO., Bankers, 48 William-st.

CLEVELAND AND TOLEDO RAILROAD CO.
No. 18 William-st.

THIS COMPANY, having authorized issues of Bonds amounting to three and a half millions of dollars, resolved, at the annual meeting of Stockholders in July, to make an issue of the same amount payable in thirty years, to be exchanged for the Bonds now out, and mortgage the Road for their security, and pledge a sinking fund of not less than 1 per cent per annum, which will absorb the Bonds before maturity. These Bonds are now ready, and holders of any of the different classes of Bonds can make the exchange at this office. E. B. LITCHFIELD, Treasurer.

KISSAM & TAYLOR.—No. 38 Wall-st., National Bank Building. Notes and drafts payable in the principal cities and towns of the United States and Canadas collected, and prompt returns given. We send prospects to our customers immediately on receipt of advice of payment. Circulars containing the charges and all necessary information, can be obtained at our office.

R. P. KISSAM,
Formerly Paying Teller in the Bank of America.
W. R. TAYLOR, Jr.,
REFERENCES:
Bank of America, Leather Manufacturers' Bank
National Bank. Shoe and Leather Bank.

OFFICE WEST COLUMBIA M. & M. CO.,
CINCINNATI, Aug. 25, 1857.

THE COUPONS OF THE WEST COLUMBIA MINING AND MANUFACTURING COMPANY—Of Mason County, Va., falling due on the 1st of September, will be paid, on and after that date at the office of the Ohio Life and Trust Company, No. 51 Wall-st., New-York.

E. A. CRAWLEY, President.

DIRECTORS' NOTICE.—The annual election for Directors of the Richmond Granite Company, will be held at the office of the Company, No. 128 Broadway, on MONDAY, the 21st day of September next, at 12 o'clock, M.

GEORGE W. REID, Secretary.
NEW-YORK, Aug. 16, 1857.

BANK OF THE OHIO SAVINGS INSTITUTE,
TIFFIN, OHIO.

THE PAPER of the above institution will be received at par per cent, discount by the undersigned.
W. CLARK & CO., No. 4 Hanover-st., New-York.

MEIGS & GREENLEAF.—Office, No. 23 William-st. Stocks and Bonds bought and sold strictly on commission.

STOCKS BOUGHT AND SOLD on commission and borrowed money and loans negotiated by B. C. CROMMELIN, 10 Wall-st., office of Wheeler Bros. & Co.

## DIVIDENDS.

OFFICE OF THE SARATOGA AND WHITEHALL R. R. CO.,
SARATOGA SPRINGS, N. Y., Sept. 1, 1857.

THE INTEREST DUE 1st September next on the Bonds of the Saratoga & Washington Railroad Co., issued for the construction of the Rutland Branch, will be paid at the Bank of Troy, in the City of Troy, on and after that date, on presentation of the coupons.

WM. H. WARREN, Treasurer.

THE SEMI-ANNUAL INTEREST due in this City on the 1st inst. on the BONDS OF THE CITY OF MILWAUKEE, issued to the La Crosse and Milwaukee and to the Milwaukee Fond du Lac and Green Bay Railroad Companies, will be paid on presentation of the proper coupons at our office, No. 8 Wall-st., on and after the 1st September. ATWOOD & CO.

OFFICE OF THE CHICAGO, ALTON AND ST. LOUIS RAILROAD COMPANY, (formerly Chicago and Mississippi Railroad Company,) No. 17 William-st., New-York, Aug. 28, 1857. The interest on the Ten per cent Income Bonds of this Company, due Sept. 1, 1857, will be paid on presentation of the coupons at this office on and after that date. SAMUEL M. BLATCHFORD, Treasurer.

DIVIDEND.—ENGLISH FIRE INSURANCE COMPANY, Office No. 6 Broad-st., New-York, July 2, 1857. The Board of Directors have this day declared a semi-annual dividend of TEN PER CENT., payable to the stockholders or their legal representatives on and after the 2d inst. The transfer books will be closed until that date.

HENRY QUACKENBOSS, Secretary.

OFFICE OF GREEN BAY, MILWAUKEE AND CHICAGO RAILROAD CO., No. 52 Wall-st., Aug. 31, 1857.

COUPONS OF MILWAUKEE CITY BONDS.—Payable Sept. 1, 1857, at Union Bank, issued to this Company, will be paid at the Broadway Bank.

C. E. SOOFIELD, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW-YORK, Aug. 28, 1857.

THE COUPONS OF THE PARK LAND BONDS of this Company, falling due on the 1st of September, will be paid on and after that date at the Office of the Company, No. 20 Wall-st.

D. H. PERKINS, Treasurer.

BULL'S HEAD BANK, NEW-YORK, Aug. 31, 1857.

DIVIDEND.—A Dividend has this day been declared of 4½ per cent, payable to the Stockholders on Saturday, Sept. 5. The Transfer Books will be closed from this date till Sept. 5.

C. A. VANDERHOOF, Cashier.

OFFICE OF THE FARMER'S LOAN AND TRUST CO.,
No. 22 Exchange-place, NEW-YORK, Aug. 3, 1857.

THE TEXAS HALTE AND RICHMOND RAILROAD COMPANY.—Coupons due Sept. 1 will be paid at this Office. GEO. F. FITCH, Secy.

COMMISSIONERS OF DEEDS—Appointed to take acknowledgments and depositions for the different States and Territories of the Union, are respectfully informed to send their names and addresses to the subscriber, for insertion in the LAWYERS' DIARY for the year 1858, now preparing for the press. It is the route to have the Diary printed in time for an early issue of the work. No charge made for insertion. THOMAS WOOD,
Successor to George R. Bell,
And BELL & GODFREY, No. 128 Nassau-st.

ALL PERSONS ARE CAUTIONED against trusting any accounts or bills with any person on my account. A. D. MOODY.

## EXCURSIONS.

AUCTION SALE.—FOR CHESAPEAKE, WOOD-HAVEN, LONG BRANCH, FORT MONMOUTH, SANDY HOOK, LONG BRANCH, FORT MONMOUTH, SANDY HOOK, LONG BRANCH, FORT MONMOUTH, SANDY HOOK

# THE SOFTS AT SYRACUSE.

## The Administration in Danger.

## THE TOURNAMENT.

### PROCEEDINGS.

From Our Special Reporter.

SYRACUSE, Thursday, Aug. 30, 1855.

The Convention met to-day at 10 o'clock in Corinthian Hall. A very general uneasiness was manifested among the delegates; apprehensions of serious consequences of treatment and uncompromising hostility were prevalent; fluctuating manifestations of rapture were palpably exhibited during the morning in the assembled conferences, and animated discussions sprung up among the groups of delegates who crowded the hall of the Syracuse House. The Committee on Resolutions, which had sat during the whole night, fruitlessly occupied in the effort to agree upon the Nebraska resolution, spent the greater part of the morning in similar unsuccessful conferences, between eight and nine, protracted, however, neither hour showing any disposition to yield, and each, when it was seen that all chances of concord were hopeless, intent on preparing a set of resolutions calculated to meet the views of its particular section of the delegation. Gen. NYE, chairman pro tem., had a series of resolutions prepared which were both generally concurred with those of the Hunkerous and Free-Soil division of the Committee. He seemed highly satisfied with the success of his efforts to have him recognized as candidate for Mr. ROSS, of Suffolk County, on the appointment of Mr. FLOYD, his partner; though, to say the truth, he seemed very indifferent as to the result about the first. The district, without opposition, of Mr. ROBERT CAMPBELL, of Steuben—a well known and influential Barnburner—consent to give unanimous support to the candidate to other branch of the Convention, which, though supposed to be in a minority, so managed their position to have a Committee on Resolutions arranged before the organization, one half of which produced radical anti-Nebraska proclivities.

The Convention was kept waiting in city until 12 o'clock, before the Chairman appeared. No Committee, however, appeared with him, and either the Convention had been called to order, the Clerk was called to call the roll, in order to enforce so much time as possible.

THE MINUTES.

The CHAIRMAN then made an explanation in regard to the disappointment experienced by many citizens and several delegates, in not being advised as to the change made in the place of meeting, from Market Hall to Corinthian Hall, for the evening session. The CHAIRMAN expressed his regret, but thought that sufficient notice of the change had been given, by advertisement.

Mr. J. M. KING, of Cayuga, one of the Secretaries, then read the minutes of the previous day's proceedings.

Mr. BOOTH suggested a correction in the minutes, Mr. COCHRANE was represented therein as moving the rejection of Messrs. KELLY and VANSCHOONHOVEN delegates from Schenectady. Mr. COCHRANE merely seconded the motion. He (Mr. B.) moved to have the minutes so amended, which was agreed to accordingly. He did not wish to have these delegates recognized as present on suffrage; he believed they were the true representatives of Schenectady County.

The Chairman then called Mr. KEWIN to order.

Mr. KEWIN then moved that the minutes be amended, so as to read that Mr. BARNS make the motion to admit Messrs. KELLY and VANSCHOONHOVEN and that Mr. COCHRANE second it.

Mr. KING, the Secretary, said that Mr. COCHRANE had rose, and claimed the right of putting the motion himself, after Mr. BARNS had made it, and he therefore had entered it on the minutes as being moved by Mr. C.

Some desultory remarks followed, which ended in the taking of the Ayes and Noes upon the question as to the adoption of the proposed correction, which was voted down. The minutes as read were supported by a large majority.

THE PLATFORM.

Then the Committee on Resolutions entered.

A question as to the admission of a member from Chautauqua was brought up, and, after some discussion, put on the table, for the purpose, no doubt, of giving the Committee on Resolutions an opportunity to report.

Mr. CRUMB (the Chairman,) ascended the platform, and announced that the Committee had undertaken a temperate discussion, and a prolonged effort to agree upon a resolution on which it was desirable to report. They now proposed to present the result of their consultations. They had agreed on every question but one, and the only one on which they could not agree, was that in regard to Kansas. On that they could not agree, though each member expressed all strong a disposition to act in harmony with the rest as could be expected, or as was possible under the circumstances. The question on which they had thus been unable to agree, was one which they determined to leave to the consideration and action of the Convention itself. The resolutions which had been drawn up were then read by Mr. CRUMB and Mr. CASSIDY, of the *Atlas*, as follows:

1. *Resolved*, That the wasteful and profligate appropriation and expenditure of the public money by the Whig Administrations of the State, the growing influence and power of a corrupt lobby over the Legislature, and the increasing and wasteful expenditures for Canal repairs, as well as all other Departments of the Government, demand thorough and radical reform, so as to bring the Government back to Republican frugality, economy and integrity.

2. *Resolved*, That the conditions to which the Canals are fallen, and the enormous debts which the management has led to, as well as to, have rendered the wisest Republicans of the Democracy of this State, and are tending to plunge the already heavily burdened tax-payers with appalling chasms of cumulative debts and endless taxation, and that the expenditures of the nine million loan granted by the people for the completion of the Public Works, is now so conducted as if continued to make it certain that when the whole sum authorized to be borrowed shall have been exhausted, the Canals will not be practically benefited thereby, nor the contracts completed, nor the work finished; and that therefore we are of opinion that the interests of the Veterans who served in the war of 1812, and of the end of the contractors themselves require that this system of expenditure be abandoned, and that the remaining, or the money should be so applied as to put the whole of the Canals in navigable order for the largest class of boats at the earliest practicable period.

3. *Resolved*, That the growing inclination of the Whig party to extend legislation beyond limits authorized by the Constitution, has proved detrimental to the best interests of the State. It is the duty of the Legislature not less than the Judiciary to protect the rights of the citizen. A reckless disregard of those rights has led the Whig party of this State, under the guise of suppressing intemperance and crime, to trench upon private property and personal liberty against the plain provisions of our Constitution. This law should be repealed. Legislation should not supersede moral discipline.

4. *Resolved*, That while we believe in the fullest extent the largest liberty of opinion and action in civil affairs, we deprecate and protest against the Know-Nothing organization and its principles, and all parties which claim, by secret oaths and pledges, or by any other means, to deprive any portion of our people of the "free exercise and enjoyment of religion and civil rights without discrimination," or proscribed guaranteed to them by the Constitution of the State and of the United States; that we regard the extinction of the Union, flowing from systematic aggression in the end would be the enjoyment of well-regulated liberty here, be not only unpatriotic, but as the reversal of a policy which has largely contributed to the prosperity of the Union.

5. *Resolved*, That we congratulate the Democracy of the Union upon the signal victories which have been recently won by their political brethren in Virginia, Tennessee, North Carolina, Alabama and Texas, and that we have encouraged by this success against the old Federal Whig party in the Southern States and under the new name, to hope for the success of the united Democracy of this State against its traditional enemy, under whatever organization or form of coalition it may present itself.

6. *Resolved*, That we regard the invitation put forward by the enemies of the Democratic party in this State, to the Democratic electors thereof, to form new coalitions, or fusions, under new and deceptive party titles, as the device of politicians, who only aim to perpetuate their ascendency in the State Government, for selfish and corrupt purposes.

7. *Resolved*, That we recommend to the Democratic electors in the several Assembly Districts of this State to choose their Delegates from each District to attend a State Convention on a day and place to be designated by the State Central Committee, for the purpose of selecting Delegates to the next National Convention of the Democratic party, to be held at Cincinnati.

8. *Resolved*, That the National Administration has with hearty concurrence and commendation for the management of the public finances, in the exercise of the Veto power, to protect the Treasury from being made the spoil of speculators, and to urge improvident and corrupt expenditures; that the system of rigid accountability to which disbursing officers have been held, the economy and vigilance with which depletions had been arrested, and the energy with which defaulters have been pursued in supplying the Treasury, have merited, as truly as the law-giving power of Congress, and the judicial tribunals of the land, the confidence of the American people in the wisdom and fearlessness of the Administration.

[illegible]

[illegible] Mr. SHEPARD said he had not intended to say anything on the subject, which excited such bitterness, which excited such bitterness.

WHAT WE DO AND MAY YET DO IT.

It was moved to accept the report. Agreed to.

Mr. SHAIR moved that they be read and passed upon seriatim. This motion was seconded and carried.

Mr. WARD HUNT suggested that the minority report should first be presented, before taking definite action on the report already before the Convention.

Mr. JENKINS moved to suspend the consideration of the resolutions read until the report which he had to offer was laid before the Convention.

The CHAIRMAN was about to put the question on Mr. JENKINS' motion, when

Mr. SHEPARD said that there was no reason why all the resolutions but the one now before the Convention should not be adopted, because the Committee were agreed upon them, and he for one member, to his knowledge, were advised that any opposition would be made to them. It seemed to him that so far as the Convention were agreed they should vote, and vote quickly.

Mr. ALVORD, of Onondaga, said the acceptance or rejection of the resolutions, in regard to the National Administration, would depend in a great measure on the subsequent resolutions to be offered by way of amendment or substitution.

Mr. SHEPARD said the objection of the gentleman was only to one resolution. The resolutions were to be put separately, and it would be time enough to amend or modify that one when it came up in its order.

Cries of "Question" were heard.

Mr. WARD HUNT thought if these Resolutions were postponed until the others were presented, it would meet the views of the Convention.

Cries of "Question" were again heard.

The motion to postpone was withdrawn.

The question as to passing upon the Resolutions seriatim was now put and carried affirmatively.

The first and second Resolutions, referring to the financial policy of the State and the Canals, were adopted unanimously.

THE PROHIBITORY LAW.

The third, condemning the Whig party for passing the Maine Law, was revised at the request of Mr. HUBBURT of Oneida.

Mr. H. moved to have such portions of that resolution stricken out as purported to forestall the opinion of the Judiciary, by which the constitutionality of the law was to be ultimately settled. In view of the fact that Democratic members voted for that law last Fall, believing it to be a good one, would it not, he asked, be wise to leave that question to be settled by the course to which it had been carried? The law might be unconstitutional, and so it might be decided by the tribunal to which it would finally be carried, but he wished to leave it there. He did not wish to have the great Democratic party of this State identify itself with the support of the liquor traffic and the evil results following from it. The consequences of that traffic were such as could not be exceeded by any other social curse, and the Convention should not take such action in regard to it as would offend the feelings of so many of their own party, and deprive them of so many thousands of conscientious and honest Democratic votes.

Cries of "Question."

The resolution having been again read,

Mr. HUBBURT put his motion to amend with great precision, moving the striking out of the last clause.

Mr. FARNCHILD, of Madison, supported the resolution in its integrity.

The Ayes and Noes were taken on Mr. H.'s amendment, and it was lost.

The motion to adopt the original resolution was put, and carried by an overwhelming majority.

KNOW-NOTHINGS.

The next resolution (against Know-Nothingism) was read by Mr. CASSIDY. It was carried unanimously, and amid loud applause.

ENDORSING PIERCE.

The resolution approving the policy of the Administration was next presented.

Mr. TIMOTHY JENKINS, of Oneida, proposed to offer an amendment to that resolution. He had had the honor of being one of the Committee appointed to draw up the resolutions, and he thanked his associates for the courtesy they had extended to him. They had agreed on the resolutions read. Others were brought up which they did not agree upon; the principal of which referred to Slavery and Kansas. Rights were in favor of those resolutions, and might against them. Some objections were indicated to the resolution now under consideration, and it was suggested that action upon it should be postponed until after the settlement of other questions by which it was to be followed. He proposed, therefore, in move a set of resolutions, and being a total review, called on General NYE to read them for him. [Applause.]

Mr. CRUMB suggested that as other resolutions, on which no difference of opinion had been manifested, were yet to be presented, it would be well to postpone action in regard to the proposed amendments until after those resolutions were passed upon. Agreed to.

The resolutions referring in congratulatory terms to the triumphs of the Democratic party in other States and the ancestry of Polon, were then adopted.

Mr. JENKINS again rose to state that the second of the resolutions to be presented, by General NYE, had not been presented in the Committee.

General NYE read the following resolutions amid loud applause:

*Resolved*, That the repeal of the Missouri Compromise in its inception, foreboded the evils which it actually has brought upon the country, and that the agitation of the question of popular sovereignty and the Nebraska and Kansas Bill, [Renewed applause.] We did not, therefore, fail to remonstrate against the unnecessary agitation of the question of popular sovereignty,

[illegible]

[illegible]

[illegible]